

THE AMERICAN
REVIEW
OF
REVIEWS
EDITED BY ALBERT SHAW



OCTOBER, 1910

Beveridge of Indiana
The Indian Land Problem
New York as a Great Terminal
William James and American Ideals
PROGRESSIVE REPUBLICANS AND
THE DEMOCRATIC TREND
Milwaukee's Socialist Government
Roosevelt's African Story
The Menace of Cholera

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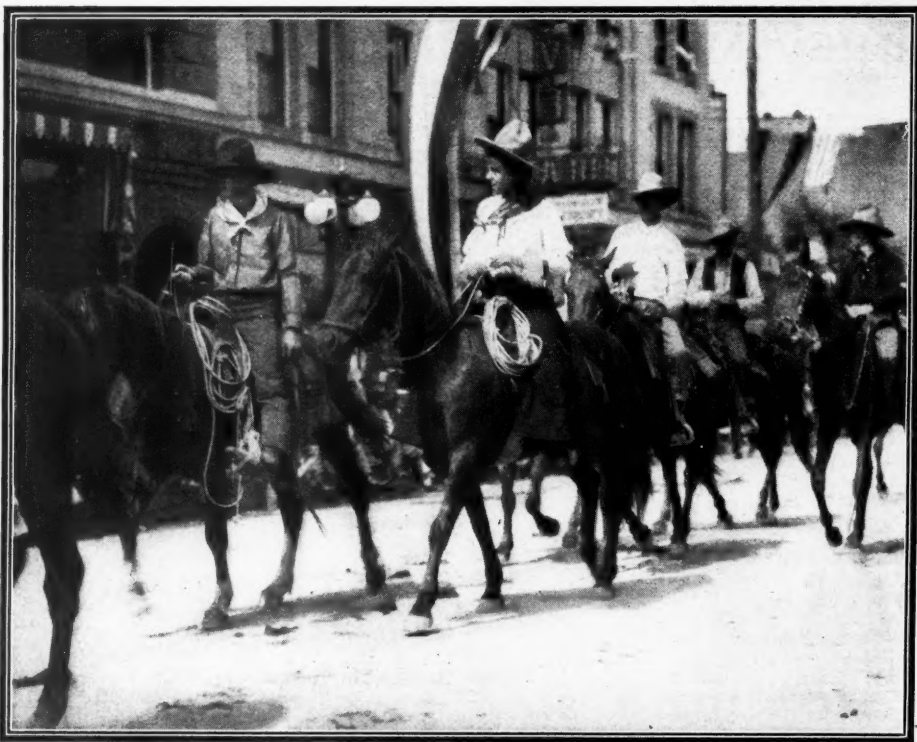
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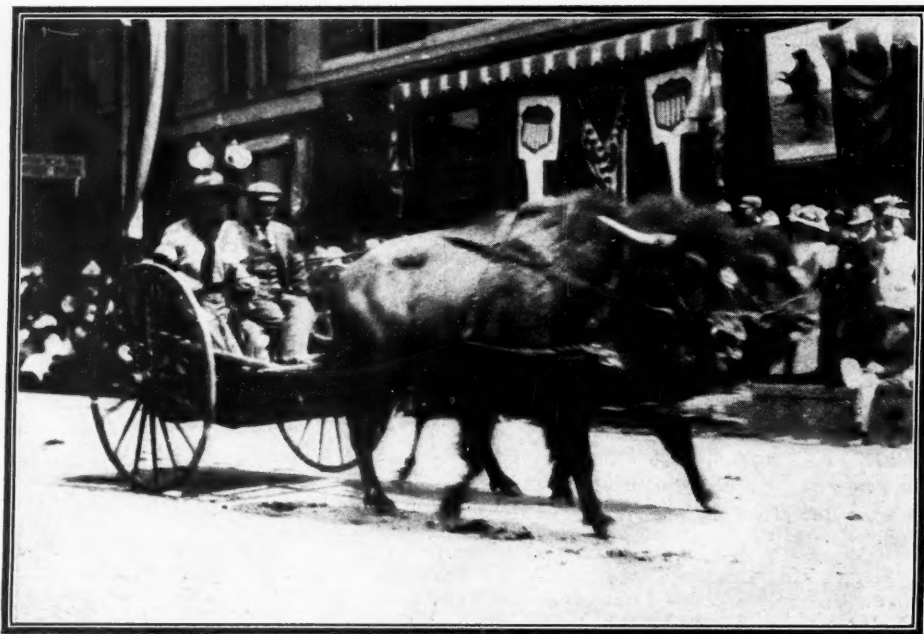
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THE PARADE OF BRONCO-BUSTERS AND COWBOYS



A TEAM OF YOUNG BUFFALOES

TYPICAL SCENES AT THE RECENT FRONTIER CELEBRATION
AT CHEYENNE, WYOMING

THE AMERICAN REVIEW OF REVIEWS

VOL. XLII

NEW YORK, OCTOBER, 1910

No. 4

THE PROGRESS OF THE WORLD

Politics and Progress

For many months past, as duly set forth in these pages of comment, the political situation has been clear to all who would seek to understand it unless blinded by partisanship or by self-interest. Through many vicissitudes, the country has been steadily groping its way towards a better average of efficiency and character in politics and in the work of government. The Roosevelt administration, broadly speaking, represented the forward movement. The Taft administration, in its main trend, has also, in the very nature of the case, stood for the same type of progressive, intelligent, honest administration. But in some ways the Taft administration has not done itself full justice. Its attempts to dominate politics throughout the country have been futile; and its theory of the President's relation to Congress has been both novel and improper. Its blunders were of the kind to absorb attention and to obscure the solid merits of an administration which has very much indeed to its credit.

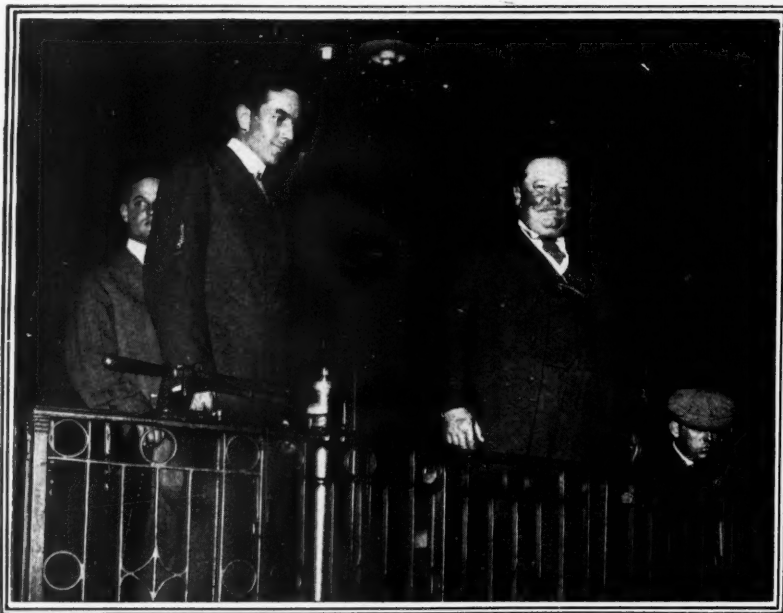
A President's Functions

The constitutional duties of the President of the United States are quite important enough to engage his undivided attention. It is not the business of the President to write the bills that Congress is expected to enact, nor is it his duty to select a program for Congress or to assume the parliamentary rôle of a British prime minister. It is not necessary for the President of the United States to assert himself as active head of his political party, as if he were chairman of the national committee, nor is it advisable for him to spend much of his time in arranging the party situations in various States, using the patronage and influence of the federal government to strengthen one faction and weaken another. Mr.

Taft, with almost unparalleled qualifications to be, simply, the President of the whole people of the United States, is perhaps the most blundering politician who ever occupied the White House. Yet the country did not expect him to play politics at all; and only desired that he should do the work appropriate to his high office, that he can so easily do, in the most admirable way. If this comment seems blunt, it is not made in a spirit of hostility.

Mr. Taft at this Juncture

Mr. Taft has been President a year and a half, and there remains of his term a period of two and a half years. The important presidential work he has already done justifies the belief that he will round out a successful administration. It is hard for men to learn the truth of the paradox that one saves his life by sacrificing it. It would be useless to deny that the present administration (through its political advisers) had spent a year in laying every sort of plan to make certain a re-nomination in 1912 and a second term. But during the past month it has looked very much as if Mr. Taft might not be renominated, and still more has it looked as if no Republican, as such, could be elected in 1912. For even if Roosevelt should run again and should be elected, it would not be a Republican triumph, but rather a national and non-partisan tribute to a man of unbounded popularity, whose strength with the public is due to the fact that from the very beginning of his career until the present time he has always been ready to sacrifice his political future for the sake of doing what seemed to him to be his immediate duty. In matters of a political sort it is evident that Mr. Taft has been very badly advised. The good will of the country was even greater towards him than towards



Photograph by the American Press Association, New York

PRESIDENT TAFT AND SECRETARY NORTON, ON THEIR TRAVELS

Mr. Roosevelt. He could easily have afforded to ignore the political traders. He could have made all his appointments on sheer merit, without regard to anything but the public welfare. He could have let Congress do its own work, under the terms of its constitutional authority.

*A Frank
Confession
of Error*

It would seem as if Mr. Taft had begun to see the futility of trying to be a political manager while also serving as President of the United States. He issued last month a remarkable statement to the country, in the form of a letter signed by his secretary, Mr. Norton. The following paragraphs are the significant part of the statement:

While Republican legislation pending in Congress was opposed by certain Republicans the President felt it to be his duty to the party and to the country to withhold federal patronage from certain Senators and Congressmen who seemed to be in opposition to the administration's efforts to carry out the promises of the party platform. That attitude, however, ended with the primary elections and nominating conventions which have now been held and in which the voters have had opportunity to declare themselves. The people have spoken, and as the party faces the fall elections the question must be settled by Republicans of every shade of opinion whether the differences of the last session shall be perpetuated or shall be forgotten. . . . The President feels that the value of federal patronage has been greatly exaggerated, and that the refusal to grant it has probably been more

useful to the men affected than the appointments would have been. In the preliminary skirmishes in certain states, like Wisconsin and Iowa and elsewhere, he was willing in the interest of what the leaders believed would lead to party success to make certain discriminations, but the President has concluded that it is his duty now to treat all Republican Congressmen and Senators alike, without any distinction. He will now follow the usual rule in Republican Congressional districts and states and follow the recommendations made by Republican Congressmen and Senators, of whatever shade of political opinion, only requiring that the men recommended shall be good men, the most competent and the best fitted for the particular office.

*Taft's
Views of
Party Standing*

Mr. Taft is to be congratulated upon the frankness with which he admits in this letter the mistaken course he had been pursuing. There is, however, in the first sentence, quoted above, an assumption that begs the question and misses the point. By what authority can Mr. Taft say that "Republican legislation pending in Congress was opposed by certain Republicans?" The fact is that the legislation to which he refers was in the process of being shaped and evolved in Congress; and the most useful and determining part in the working out of this very legislation was the part taken by the men whom Mr. Taft opposed. The Railroad Rate bill, the Postal Savings-Bank bill, and several other measures for which the Taft administration takes credit, have each of them a definite history that goes

back much further than Mr. Taft's interest in any of these subjects. It was the proper work of Congress to shape these measures; and it was quite as much within the province of such Senators as Beveridge, Cummins, Dolliver, LaFollette, Clapp, Nelson, Bristow, and others of conviction and high standing in the Republican party, to urge their own and their constituents' views, as for Senators Aldrich, Hale, Burrows, Lodge, Lorimer, Penrose, Crane, and their wing of the party, to work together for their own less progressive ideas. The country was quite willing to have the factions fight it out, and saw no reason for raising a question as to the good standing within the Republican party of the leaders of either wing. But Mr. Taft, by some singular logic, was led to believe that certain bills as presented ought to be accepted rather than debated; and he came under the further delusion that it somehow lay with him to excommunicate from the party those whom he chose to regard as heterodox. In religion, Mr. Taft himself is a Unitarian; and his heresy-hunting in politics has been as inconsistent as it has been a spectacular failure. He now announces that he will not hunt the heretics any more, but will allow them to have their share of the things he has to distribute.

*Patronage
and
Legislation*

The men against whom he has discriminated were the ones who worked hardest and most loyally for his nomination and election; and nothing in their subsequent course has been out of keeping with the speeches they made during the Taft campaign two years ago. These so-called federal "patronage" that by his own confession Mr. Taft has been granting and withholding, for political reasons of his own shaping, has been no source of strength either to him or to the agencies through which he has chosen to dispense it. It is absurd that the appointment of postmasters, and the filling of other federal offices, should have been made contingent by Mr. Taft upon the attitude of certain Senators toward pending legislative measures. Nothing could have been more crude than the proposal to turn over the Indiana appointments to the Watson-Hemenway organization unless Senator Beveridge would make promises about his conduct in the Senate chamber in the course of his official duties. It was plain to everybody outside of the administration itself, and the immediate beneficiaries, that this plan of inflicting vicarious punishment upon progressive Senators must not only fail completely,

but must react sharply against its perpetrators. The insurgents have now been upheld with exemplary majorities, by the Republicans of their own States.

*A Radical by
Nature and
Mentality*

It has not been necessary for the President of the United States to descend into the political arena and accentuate differences between the progressive and conservative wings of the Republican party. In the case of men who disinterestedly seek the public welfare, the differences are rather those of locality and temperament than of principle. New York is naturally a little more conservative than Iowa or Kansas. Perhaps the awkwardness shown by Mr. Taft in attempting to play the rôle of orthodox and conservative autocrat of the party is due to the fact that he is not inherently a conservative at all, but a man of logical and therefore radical mind,—much more radical, in fact, than Mr. Roosevelt. If he will now be less anxious about the Republican party and its "platform pledges," and will be content to follow his own impulses,—which are those of a highly capable President of the whole people,—he will find his post much more congenial, and his popularity will take good care of itself. The country cares very little whether Mr. Taft's appointments of postmasters are helpful or otherwise to the insurgent Senators; but it cares a great deal whether or not he makes such appointments with a view either to help or to hurt any public man whatsoever. His motive ought to be the appointment of postmasters who are best fitted to make the postal service useful and efficient to all the people. It has not helped Mr. Taft thus far to have tried to make himself strong with the politicians. As a rule these politicians have not dealt fairly or sincerely with Mr. Taft. It is proper enough that he should give some heed to the suggestions of the Senators and Representatives, but his appointments ought to be made purely on merit. He would be justified in telling the Senators and Representatives that he would tolerate no unworthy recommendations.

*Good Work
in Many
Directions*

Meanwhile, the administration is doing a great number of excellent things in a businesslike way. It has been taking the census rapidly and accurately, without scandal and without taint of politics or spoils. It has managed to turn the board of tariff advisers into a real tariff commission and is already laying the foundations for a proper future tariff revision. It

has named a highly qualified commission to report upon the best way to regulate the issue of railroad stocks and bonds. It has inaugurated the new Bureau of Mines in a way to save many lives and protect the public welfare. It proposes to find out means to stop the waste of public money by bringing business methods into expenditure, somewhat along the lines laid down for New York City by the Bureau of Municipal Research. In every way it is improving the administration of the Philippines and our other outlying dependencies. It is steadily and rapidly pushing the work at Panama without making any fuss about it. It is carrying on noteworthy inquiries as to the justice and significance of proposed advances in railroad rates, and is helping to elucidate the most difficult problems in railroad economics and the control of interstate commerce. It is pushing forward the enforcement of the Sherman Anti-Trust law with an almost startling energy, and seemingly without fear or favor. It is promoting in various ways the cause of international peace and good will. It is doing an almost incalculable service to American morals by enforcing the tariff law and breaking up smuggling at the New York Custom House and other ports of entry. Whether the tariff regulations as respects returning travelers are wise or unwise, they are the law of the land and ought to be observed. This administration, for the first time in many decades, through Collector Loeb and other officials, is enforcing the law and showing itself no respecter of persons. This is not a trivial matter, but a thing of great importance.

*The Real Test
of a
President*

Politics and legislation, in ordinary periods, are the least part of the work of a President and his group of cabinet officers and high officials. Far more important is the daily work of administration. Mr. Roosevelt greatly advanced the average of efficiency in the conduct of our public business, and Mr. Taft can afford to submit his administrative methods to any test of comparison. It is true Mr. Pinchot is out of the Forestry Bureau; but Mr. Graves is in his place, and Mr. Pinchot cheerfully says that Mr. Graves is even better fitted for the work than he is himself. The country thus has the benefit of Mr. Graves in office and of Mr. Pinchot as an inspiring and trusted leader of the general conservation movement for the sake of the country's permanent well-being. Apart from regrettable incidents and details, the situation shows marked progress.

The influence and work of the great Conservation Congress at St. Paul, early in September, were genuine rather than perfunctory or superficial. If it is true that there had been any lukewarmness in the Taft administration towards reform of the land laws, or lack of zeal for the protection of the public domain against corporate greed and waste, there need be no disquietude at the present time. Quite apart from other aspects of the Pinchot-Ballinger controversy, the important result has been the advertisement of the whole subject under discussion. The Taft administration will in the end have a great record of solid accomplishment to show in forest conservation, land reform, and kindred matters. In all this there should be ground for satisfaction. These are issues involving intelligence and good citizenship, and they have very little to do with parties or politics.

*Democratic
Prospects*

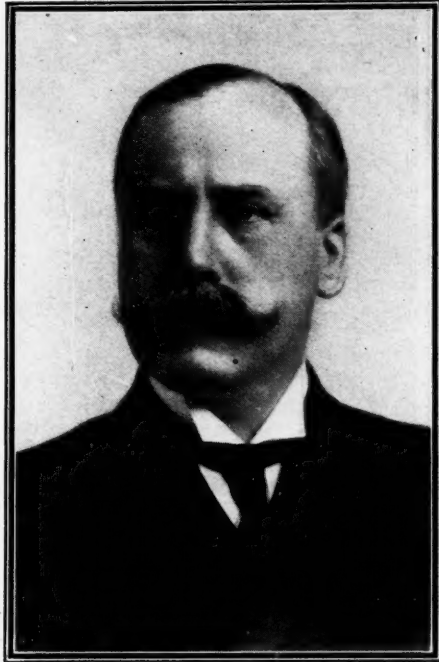
It looks, indeed, as if the political pendulum were swinging from the Republican to the Democratic side. But if the Democrats are destined to win many victories this year, it is not wholly because of their own shining virtues nor wholly by reason of the unfaithfulness of Republican stewardship. The people of the United States are no longer hidebound partisans. Many things have conspired to make it seem salutary to thousands of independent-minded citizens to discipline the Republican party by administering to it some wholesome defeats. It is probably fair to say that more than half of the intelligent Republicans of the United States—apart from those who are interested in questions of office-holding—were more glad than sorry of the news that came from the State of Maine on the evening of September 12. There was a general feeling that it was a good thing for the Democrats to carry that State.

*The
Upset in
Maine*

Not only will Senator Hale be retired perforce, but his seat will be taken by a Democrat. Of the four seats in the House of Representatives, the Democrats carried two. Mr. Asher Hinds, who won a Republican nomination for Congress—against the candidacy of Senator Hale's son, who was supported by the powerful party machine—was elected; whereas Mr. Hale if he had been nominated would undoubtedly have been beaten. The Maine voters knew exactly what they were about. They were tired of the dominance of the old Republican machine. They expressed their feelings in the best way the situation per-

mitted. If now the Democratic legislature should fail to understand what the people meant, and should send a mere Democratic politician to Washington to succeed the distinguished and powerful Eugene Hale, there would be deep disgust; and at the end of his first term this Democrat would surely be replaced by a strong, clean-cut Republican from a State that has given the country a long line of eminent Republican statesmen. Vermont is the other New England State that has a September election, and the Republicans in that State were victorious by a reduced majority. They were not involved, as was the State of Maine, in so definite a controversy between reactionaries and progressives, and the result was normal.

A Notable Contest in New Hampshire New Hampshire holds its election, like the rest of the States, in November; but there was a contest early in September that was in its way quite as important and significant as the election in Maine. This was the first testing of New Hampshire's primary-election law. For a number of years the progressive wing of the New Hampshire Republicans has been



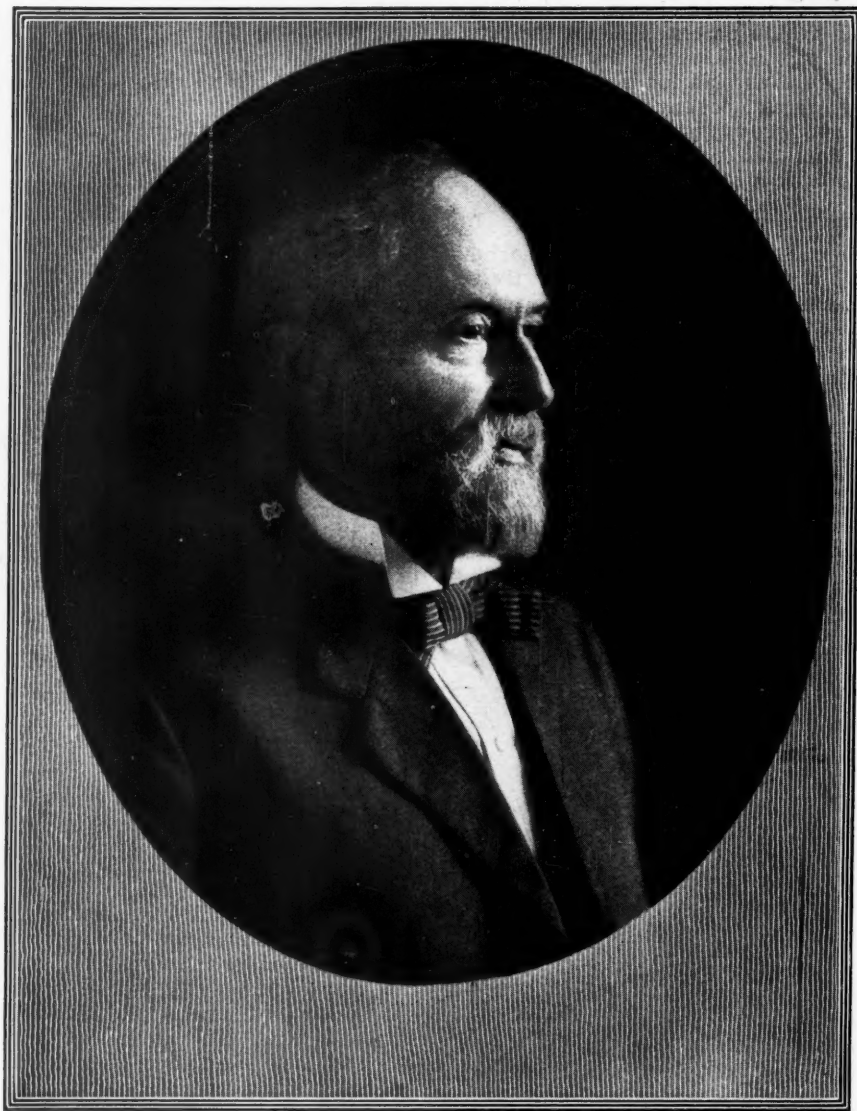
HON. FREDERICK W. PLAISTED
(Governor-elect of Maine)



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HON. ASHER C. HINDS, OF MAINE
(Elected to Congress last month)

fighting against the control of the party by a railroad corporation and other allied interests. The most conspicuous leader in this reform movement has been Mr. Winston Churchill. While heretofore their victories have been only partial, they had succeeded in securing the passage of a primary-election law to give the voters a fair chance as against the machine politicians. The chief contest last month was for the Republican nomination for Governor. The candidate of the reform wing of the party was State Senator Robert P. Bass. The candidate of the regulars was Col. Bertram Ellis. Ex-Senator William E. Chandler worked with energy for the reform ticket. Senator Gallinger worked equally hard for Colonel Ellis. The reformers won a clear victory and the primary-election law is vindicated as an excellent piece of political machinery. If the reform wing had lost in New Hampshire at the primaries, the Democrats would unquestionably have carried the State on November 8. It is indeed quite possible that they may carry the State as it is; but inasmuch as the Republican party has repudiated corporation control, it can make a strong appeal to the voters, even in a year that is Democratic by general drift and tendency.



HON. SIMEON E. BALDWIN, DEMOCRATIC CANDIDATE FOR GOVERNOR OF CONNECTICUT

*Connecticut
Candidates*

In the State of Connecticut a notable political event has been the nomination for the Governorship, by unanimous action of the Democratic convention, of Judge Simeon E. Baldwin, of New Haven, formerly Chief Justice of the State, who has been president of the American Bar Association and is eminent as a scholar in history and an authority in jurisprudence. Judge Baldwin has never been active in party politics, but represents citizen-

ship of the highest quality. In recent years the Republicans have gained steadily over the Democrats in the State of Connecticut, and this year they have nominated for the Governorship one of their youngest leaders, Mr. Charles A. Goodwin, of Hartford, who has been executive secretary under Governors Lilley and Weeks and is exceptionally promising and efficient. The Republicans have not chosen badly, but the Democrats have quite outdone themselves in finding so distinguished a candidate.



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DR. WOODROW WILSON, NOMINATED FOR GOVERNOR OF NEW JERSEY

*New Jersey's
Next
Governor*

In New Jersey last month the Democrats surprised both themselves and the country by doing an ideal thing. They nominated President Woodrow Wilson, of Princeton University, for the Governorship. It would be needless to say anything in eulogy of Dr. Wilson. He is one of our foremost authorities upon all questions pertaining to the science of politics and government. He is an orator of great charm and distinction. It would be absurd to suppose that a man capable of administering successfully the affairs of one of our great modern universities is not the equal in executive ability of the typical lawyer or politician usually chosen for the office of Governor in our States. There was a feeling among many of the Democrats in the convention that Woodrow Wilson was a scholarly recluse who would be quite out of place in the hurly-burly of public affairs. This prejudice, due to sheer ignorance, was promptly dispelled by the speech that Wilson made before the convention, a few minutes after he had been nominated. The Republicans held their convention a few days later, and named the Insurance Commissioner, Vivian M.

Lewis, as their candidate. The Republican convention seemed in control of "stand-pat" reactionaries, although Lewis and others succeeded in sharply changing a platform that was originally designed to double Woodrow Wilson's anticipated majority. Without any disparagement of Mr. Lewis himself, but from a survey of the conditions under which he is obliged to make his run, it is reasonable to expect that Dr. Wilson will be elected by a considerable majority.

*New York
Politics*

As these pages were closed for the press, late last month, it was wholly uncertain whom the Republicans would nominate for Governor of New York in their convention at Saratoga on September 27, and it was equally uncertain what the Democrats would do in their convention at Rochester two days later. It was regarded as quite certain that if the Democrats should nominate Mayor Gaynor, with his consent, he would sweep the State. This opinion was shared by leading Republicans and Democrats alike. But Mayor Gaynor's recovery from the wound inflicted early in August was not yet complete, and



Photograph by the American Press Association, N. Y.

MAYOR GAYNOR AND HIS FAMILY AT HIS COUNTRY HOME, ST. JAMES, LONG ISLAND, N. Y.,
DURING HIS CONVALESCENCE LAST MONTH

there were other reasons for thinking that he would probably decline to run for the Governorship. The Democrats were trying hard to pave the way for the choice of some man of conspicuous fitness, and such names as Shepard and Osborne were much heard. The Republicans were talking less about candidates than about the control of the convention. The situation was one which had been brought about by Governor Hughes, but in view of his early departure to Washington to ascend the bench, he was taking no active part in helping to secure a convention that would endorse his policies. Mr. Roosevelt had not meant to be drawn prominently into the New York campaign, but in June he had yielded to the urgent request of Governor Hughes and had expressed himself as in favor of a primary-election law and other Hughes reforms. The machine control of the party had been discredited in a great variety of ways. Fresh disclosures in the graft investigations at Albany had rendered it more obvious every day that the Republican party must come under new leadership in the State of New York or else suffer crushing defeat. Yet the leaders of the organization were defiant, were determined to control the conven-

tion, and pretended that they were doing it in the interest of Taft as against Roosevelt.

*How Roosevelt
Became
Involved*

Up to a certain period it would seem that Mr. Taft was at least complacent toward this program. But when the so-called "Old Guard" had rejected the proposal to make Colonel Roosevelt temporary chairman of the convention, and had selected Vice-President Sherman with the intimation to the public that this program had been carefully worked out after conferences with Taft at Beverly, it became necessary for Mr. Taft to repudiate the whole scheme and to dissociate himself from the schemes of Barnes, Woodruff, and the other leaders of the New York machine. The most active of the leaders of the movement to control the Saratoga convention in the interest of the reforms advocated alike by Hughes, Taft, and Roosevelt, was Mr. Lloyd Griscom, chairman of the New York County Committee. The delegates to the convention numbered somewhat more than a thousand, and after they were chosen both sides claimed a slight majority. Each side admitted that the situation was a close one. It seemed more probable that the friends of Mr. Roosevelt



LLOYD C. GRISCOM

OTTO T. BANNARD

PRESIDENT TAFT

SECRETARY NORTON

PRESIDENT TAFT LEAVING NEW HAVEN FOR CINCINNATI ON SEPTEMBER 19

would be in control, although Mr. Barnes, as the commander-in-chief of the machine forces, was making a strenuous fight with great resources to draw upon. Nothing could much better have illustrated the difference between the convention system and a primary-election method. Under the sort of arrangement tried last month in New Hampshire, the reformers would have had an overwhelming majority. But under the existing system it is not easy for the plain voters to take away the control of the party machinery from the experienced leaders who play the game of politics all the year around. Mr. Roosevelt had returned from Europe, as we have said, with no thought of taking an active part in this year's political campaign. But as the foremost Republican citizen of the State of New York, and as a delegate to the convention from his own district on Long Island, it was inevitable that the conditions as they gradually shaped themselves should have put him in a foremost place. The attempts to misrepresent him and discredit him were powerfully abetted by hostile newspapers. Thus when Mr. Roosevelt, with Chairman Griscom and Mr. Otto Bannard, visited President Taft at New Haven on September

19, it was widely asserted that Roosevelt had rushed to Taft to beg for the President's influence and aid to secure control of the New York convention.

*The Meeting
of Taft and
Roosevelt*

As a matter of fact, the initiative had not come from Mr. Roosevelt at all, but from other quarters.

Mr. Griscom had been asked to arrange for a meeting between Roosevelt and Taft, in order to give the Republican situation, both in New York and elsewhere, a better appearance of harmony and thus perchance to help the party in its rather forlorn plight. It was supposed that Mr. Taft was to pass through New York on his way from New Haven to Ohio. But when Mr. Roosevelt was later informed that it would serve Mr. Taft's convenience better if he should meet him at New Haven, the gallant Colonel cheerfully complied and made the trip with Mr. Bannard and Mr. Griscom, who stand very close to President Taft and Secretary Norton. The New Haven interview, which was brief because Mr. Taft was catching a train for Cincinnati, made it clear that Mr. Taft was quite as strongly opposed to the Woodruff-Barnes organization in New York as are Hughes,

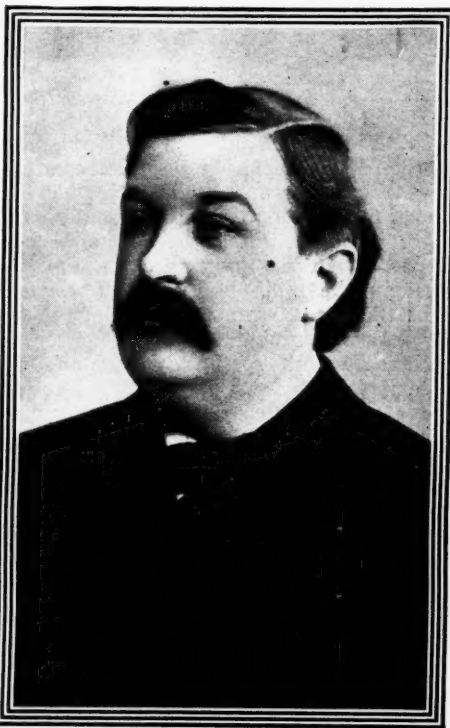


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A NEW SNAPSHOT OF HON. TIMOTHY L. WOODRUFF.
(Chairman of the New York State Republican Committee)

Griscom, Roosevelt and the other reformers. Mr. Roosevelt had at no time thought of objecting to a plank in the platform commending the good work of the present Republican administration. The suggested plan of endorsing Taft for 1912 had been given up by general consent because it would have been premature, and without value or sincerity at the present time. The plan of forcing the nomination for Governorship upon Mr. Roosevelt, in case the Barnes-Woodruff machine should control the convention, was also given up because Mr. Roosevelt had frankly let it be known that he would at once rise in his place and decline the nomination and would declare that it was not made in good faith. New York Republicans are not to be judged wholly by the ways and works of the "old guard." They are entitled to the credit of the splendid administration of Governor Hughes, and in the long run they give far better promise of carrying out further reforms in the politics and government of New York than do the Democrats. But it may well happen that the general Democratic trend will overwhelm the New York Republicans this year, quite irrespective of Colonel Roosevelt's activities. In the case of a progressive platform and a good ticket, Mr. Roosevelt would undoubtedly make several speeches in the New York campaign.

Reform in Illinois

Illinois, on September 15, made the first trial of its new primary law, which is one of the most sweeping that has been enacted anywhere. The thing regarded as of first importance was the nomination of members of the legislature. All honest and intelligent citizens, regardless of party, desired to break up the infamous bipartisan alliance in the legislature which had sent Lorimer to the United States Senate. A number of the most notorious of the leaders of the recent legislature were renominated, and disappointment was felt by the reformers. Yet many of the undesirables were defeated; and there is still the chance at the polls in November to defeat such men as Speaker Shurtleff, Minority Leader Lee O'Neil Browne, and the others. It is true that Browne has escaped conviction upon the specific matter charged in his indictment (that of distributing bribe money); but his acquittal at the hands of the law has not vindicated him in the court of political morals. The fight for clean politics in the State of Illinois will go forward without cessation.

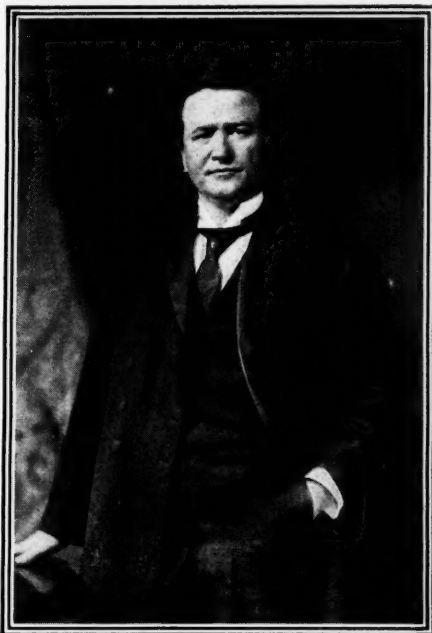


Photograph by Clineinst
HON. WILLIAM LORIMER, OF ILLINOIS
(Whose recent election to the U. S. Senate involved bribery charges that are at the forefront in this year's Illinois politics)

Next in importance to the legislative nominations were those for members of Congress. Speaker Cannon was easily renominated in his own district. Congressman James R. Mann, one of the chief leaders of the House, was fortunate enough to be opposed by two insurgent candidates, who divided the vote and assured his victory. Congressman Foss barely escaped defeat. Congressman Henry S. Boutell was defeated by an insurgent, Frederick H. Gansbergen. Mr. Boutell declares that he will run as an independent candidate. This, however, would put him outside the pale of the Republican party, and would show that "regulars" are regular only when they are not personally inconvenienced.

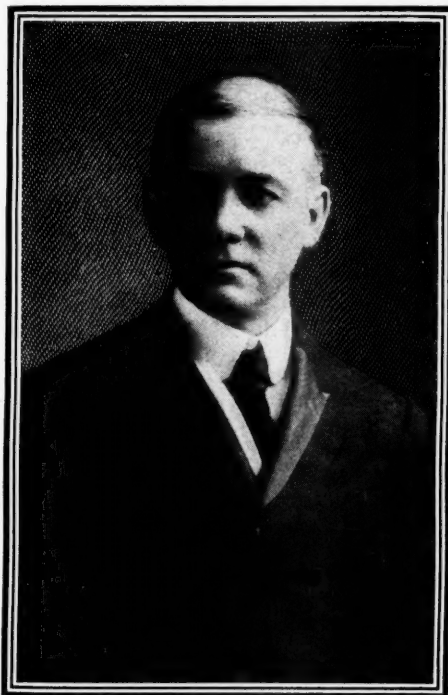
*Burrows
Beaten in
Michigan*

In Michigan the primary election was held on September 6, and its most conspicuous result has been the defeat of Senator Burrows for another term, and the choice of Congressman Charles E. Townsend, a progressive, for Senatorial honors. The legislature, if Republican, will abide by the decision of the voters at the polls. Mr. Townsend has made his mark in Congress and was regarded as



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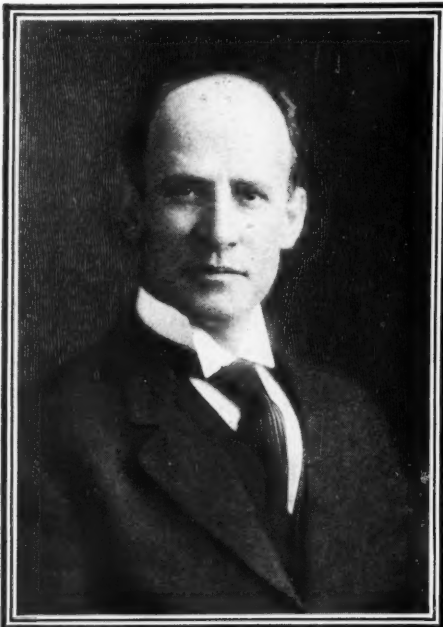
THE VICTORIOUS LA FOLLETTE, OF WISCONSIN



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HON. CHARLES E. TOWNSEND, OF MICHIGAN

having a fair chance to become Speaker of the House at some future time. He will be a worthy addition to the Senate. Mr. Chase S. Osborn was nominated at the Republican primaries for the Governorship, and Mr. Lawton T. Hemans is his Democratic opponent. To the country at large, the thing worth knowing about in Michigan is the way in which the Republican voters made use of the direct primaries to express their views, not merely as to men but also as to principles. If Senator Burrows had been able to make his fight in a Republican State convention and a Republican legislature, his chances would have been very good. The people of Michigan had nothing in particular against Senator Burrows as a man, and they were not selecting Townsend on any caprice or whim. They regarded Burrows as wholly bound up with that reactionary group in the United States Senate that has been more considerate of private interests than of the public welfare. They regarded Mr. Townsend as of a different type and point of view. On the very morning of the primary election the newspapers supporting Burrows proclaimed an overwhelming victory; but the opposite of what they expected was the thing that happened. Townsend carried the primaries by almost two to one.



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HON. MILES POINDEXTER, OF WASHINGTON

*La Follette's
Sweeping
Victory* In Wisconsin, Senator LaFollette on that same day, September 6, carried the Republican primaries as against the regular, or "standpat," candidate by one of the most sweeping victories of his entire career. It is somewhat curious that leading regulars like Vice-President Sherman, who had been traveling and speaking in Michigan and Wisconsin a few days before the primaries, should have come away reporting that the insurgents had no chance whatever, that Burrows would be easily renominated, and that LaFollette was about to be retired from public life by the well-organized hosts of Republican orthodoxy. Senator LaFollette's personal victory seems to have been accompanied by legislative nominations that in any event must result in his return to the Senate. In Minnesota, on September 20, the Congressional primaries were strongly insurgent in their general result, though the incumbents from the St. Paul, Minneapolis and Duluth districts (Messrs. Stevens, Nye and Miller) had ample pluralities. The fight against Mr. Tawney in the Winona district was successful. He was the victim of circumstances.

*Poindexter
Carries
Washington* When Representative Poindexter, of the State of Washington,—who has been one of the most aggressive of the insurgents in the present House

at Washington,—announced his candidacy for the United States Senate, he was a good deal ridiculed by the conservatives. His aspirations were looked upon as absurd. He made his fight, however, before the voters of the State, and on September 13 he carried every county, rolling up a large aggregate plurality. All of the Congressional districts were also carried by insurgent candidates, excepting one. Mr. Poindexter and the insurgents of Washington have been extreme opponents of Secretary Ballinger, and have not been cordial supporters of the Taft administration. The insurgent sweep in Washington was too complete to leave any doubt about the nature of public opinion in the Northwest.

*California's
Progressive
Platform* The trend of Republican opinion in California, as our readers were informed last month, was shown by the decisive victory of Hiram Johnson, the insurgent candidate for Governor, in the August primaries. As in many other States that have new primary-election laws, State conventions are held to write the party platform and to select members of the State committee. The California Republican convention was held on September 6, and the insurgents were in a large majority. The platform declared adherence to the Roosevelt policies already enacted in part under the Taft administration. It condemned the present method of framing tariff bills, and approved the demand for a permanent tariff commission. The national progressive movement was indorsed, and the domination of corporations in politics was condemned. The election of United States Senators by direct vote was advocated; and conservation as defined by Roosevelt and Pinchot was strongly indorsed. An interesting plank of the platform is the one that promises to submit to the voters of the State a woman's suffrage amendment to the constitution.

*Beveridge's
Fight in
Indiana* We publish elsewhere in this number a brief article about Senator Beveridge of Indiana, contributed by a well-known lawyer and reformer of that State, Mr. Lucius Swift. Mr. Beveridge's campaign for reelection is bound to attract the attention of the country this month. There is no Senator who better deserves reelection. If the people voted directly for United States Senators, Mr. Beveridge's campaign would be easy and his victory would be decisive. But Indiana has of late been a Democratic State; and Mr. Bever-

idge's success must depend upon the election of a Republican legislature in what seems to be a Democratic year. Mr. Beveridge has other apparent handicaps; but the people are quite clear-sighted and intelligent, and it is not impossible that the voters may come all the more strongly to Mr. Beveridge's support by reason of the enemies he has made. It is true that Mr. Beveridge had the unanimous indorsement of a great Republican convention, held in the early summer, where he made a powerful address as explained in Mr. Swift's article. But it is also true that the old Watson-Hemenway machine of Indiana is not friendly to Mr. Beveridge; and it is further true that no individual in the United States Senate, in recent years, has so directly and deliberately exposed himself to the hostility of powerful corporations as Senator Beveridge. It was he who wrote the meat-inspection bill, and led the successful fight at that time that was so bitterly opposed by the packing-house interests. His attack upon the Tobacco Trust last year—and his exposure of the astounding impropriety of the legislation which has been enacted for the benefit of that trust since the war with Spain,—was one of the most courageous and at the same time one of the most remarkable demonstrations of iniquity ever made on the floor of the Senate.

*Beveridge
Launched the
"Tariff-Board"
Lifeboat*

At this moment the Taft administration and the Republican party all over the country are seeking rescue from the tariff predicament into which they had been plunged, by climbing into the lifeboat of "gradual revision" through the work of a "tariff board" or commission. And Mr. Taft, as well as the party at large, seeks credit for the work of the tariff board to which they are pointing with pride. But, people in this country who know anything about public affairs should not have so short a memory as to forget that the present tariff-board clause in the law (under which Mr. Taft has found his authority to act) was written by Senator Beveridge on his own initiative. It was forced by Beveridge into the Senate tariff bill as an amendment. It had not been advocated or asked for by Mr. Taft or any member of the administration. It would have been a much better and more effective clause if its most valuable phrase had not been cut out in conference committee. Mr. Beveridge justly disapproved of the wool schedule, and of several other schedules in the Payne-Aldrich tariff; and when it came to the final vote he pre-

ferred to be counted against the tariff. But this was chiefly in order to protest against the weakening of his tariff-commission amendment. Yet, weakened as it was, the Senate amendment providing for the tariff board—not a word of which would have been in the tariff law but for Senator Beveridge of Indiana—is the one permanent, valuable, and statesmanlike thing in the entire tariff law. And this Beveridge amendment is the only hope of the Taft administration and of the Republican party at the present time in their discussion of the tariff question before the country. These words of commendation are simply words of common justice on behalf of one public man at Washington who has had the intelligence and the grit to do public work on public grounds in a public-spirited way.

*A Man
of
Courage*

Nothing would have been so easy for Mr. Beveridge,—with his readiness as an orator, his unusual aptitude on the floor in running debate, and his skill in parliamentary methods,—as to have stood in the highest favor with the Aldrich-Hale management of the Senate. There was nothing that was not open to him,—nothing, indeed, that was not offered to him. But Mr. Beveridge has chosen to be a public man, and a champion of the people, not an agent of private interests. As chairman of the Committee on Territories, the easy thing for him to do would have been to yield to momentary pressure and to have allowed four new States to be admitted some ten years ago. He had no reason whatever for opposing the admission of those four States except his belief that State-making is a serious affair and that it is the one thing that cannot be undone under our constitutional arrangements. He brought in Oklahoma as one State instead of two, for no reason except that this was sound statesmanship. There was every pressure from every quarter to admit Oklahoma and the Indian Territory as two States. Mr. Beveridge had to convince President Roosevelt, had to convince his own Senate committee, had to convince Congress, and had to convince the Republican party at large. The four-State omnibus bill had already passed the House unopposed, and was about to pass the Senate in the same way, with the President's approval. This is the simple truth of history, and it is a matter of importance. Mr. Beveridge's opposition to the admission of Arizona and New Mexico, years ago, was due to the fact that those communities were not then ready for Statehood.

His opposition was a most thankless and painful duty. It has remained his opinion that even now it would have been better to defer for a time the admission of Arizona and New Mexico. He yielded on that point only to the repeated and urgent entreaties of the Taft administration. Even distinguished statesmen have always been weak on this business of admitting raw Territories. "If we don't admit them now, the Democrats surely will whenever they get control of Congress, and we might as well have the credit and the political advantage." This was the view that finally prevailed, after the Senator from Indiana had stood in the breach for many years. It is announced that Mr. Roosevelt will go to Indianapolis, probably on October 11, to make a speech on behalf of Mr. Beveridge's reelection. This is appropriate, because Mr. Beveridge is one of the foremost exponents of Republican doctrine and policy; and his defeat would be a loss to public life.

*What the
Progressives
Stand For*

There has been a curious attempt on the part of the reactionary Republican leaders and their newspaper organs to make it out that the Republican progressives are the exponents of some new, radical, and dangerous ideas. Nothing could be more absurd. The thing that chiefly characterizes the progressives is that they are opposed to the domination of the Republican party and of our public life by private interests. Thus the reform movement in New York, led by Mr. Roosevelt and his friends, is simply the attempt to break up the boss system; and the boss system exists solely because of the use of corporation money, and other kinds of graft in politics. The progressives of New York, under the lead of Governor Hughes and others, have wanted a direct-primary law chiefly because the professional politicians, using corporation money, have so many advantages for the control of nominating conventions, as against the preferences of the voters who make up the party. The progressives are open-minded on questions of legislation; but the thing that marks them chiefly is their protest against tyrannical methods. They do not propose to be bossed, or to accept orders without knowing the reason why. It was Senator Dolliver who wittily remarked that a progressive is a man who prefers to have a bill at least read before it is voted upon. Who, then, in the Republican party are the progressives? The answer that has been sweeping across the country from Maine and New Hampshire to Cali-

fornia is simply this: The progressives are the Republican party itself, minus its bosses and their henchmen and minus those rather blundering persons in high place who have thought that the only way to get along well was to cultivate the bosses rather than to ignore them and cultivate the people. Thus 1910 is proving to be a very salutary season in our American political life.

*The
Roosevelt
Tour*

Mr. Roosevelt's Western trip is now a thing of the past, and it needs little comment in this place. It was a remarkable speech-making tour, notable above all things for great ovations everywhere bestowed upon the ex-President, and for the confidence that the plain people found ways to express. The people of the Middle West are clear-seeing and they hold positive views. Several of the engagements that took Mr. Roosevelt West were definite ones, made before he went to Africa. It was not, on his part, a tour of ostentation. The things that made it so striking were altogether spontaneous. Mr. Roosevelt's speeches were on a high level of power and of fitness. One of his most interesting experiences was at Cheyenne, Wyo., where he attended the frontier celebration, with its exhibition of phases of life very familiar to Mr. Roosevelt in his own ranching days but now fast disappearing. In Kansas he spoke on broad national policies; in Denver on the problems of land, forests, and national re-



THE MODERN NOAH AND THE INSURGENCY FLOOD
From the Star (Washington)



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COL. ROOSEVELT AND HIS ENTERTAINERS AT ST. PAUL

(Seated from left to right—Hon. Frank B. Kellogg, Governor Eberhart, Colonel Roosevelt, James J. Hill and Judge M. B. Koon)



sources; and at St. Paul, where he attended the Conservation Congress, he devoted himself especially to the essential phases of public policy that have to do with the country's treatment of its own federal domain. He was away from New York from August 23 to September

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COL. ROOSEVELT AT CHEYENNE, CONGRATULATING A VICTOR IN THE "BRONCHO-BUSTING" CONTEST

11, and in that time he visited many States, spoke in many cities and towns, and more than satisfied all eager expectations. His tour had no relation to pending campaigns, yet, undoubtedly it helped to bring about the series of insurgent victories.

*The
"New"
Nationalism*

There is a phrase, "the new nationalism," that has been current in the newspapers since Mr. Roosevelt used it in speeches on this trip. There is nothing mysterious or dangerous about the views which this phrase is meant to cover. The Constitution remains quite intact, and there is no assault upon the States in the exercise of their appropriate functions. Mr. Roosevelt certainly cares nothing for a mere phrase that might be used to misrepresent his specific meanings. It has always been the business of the nation to regulate interstate commerce, and it happens that the conditions of the time call for some new steps by way of applying an already undisputed federal authority. The nation has always had its lands and its great federal resources. By a legal fiction, our country is a confederated union of sovereign States. As a matter of historical truth, our country is nothing of the sort. There is no other great country in the world that is not more truly a banding together of previously separated parts than the country which we proudly inhabit. The little fringe of British colonies between the Atlantic ocean and the Alleghanies were administered separately before the Revolution, but they were never at any time sovereignties in the sense of international law. Texas, for a few transitional months, was in the position of a sovereign republic, though this was never admitted by Mexico. As for the country at large, it was a wilderness and a national possession, acquired in successive areas from Great Britain, from France, from Mexico, and so on. The entities that we call States, from Ohio all the way to the Pacific Coast, are mere subdivisions created by the government at Washington, out of its own territory, on plans that we in this country have adopted as convenient and useful in the distribution of powers between central and local authorities.

*Control of
Public
Resources*

Because the nation has turned over to the people who have settled in Wyoming or Arizona the right to govern themselves under State constitutions, it does not in the least follow that it is the business of the people of the United States to turn over at once, to these pioneer

settlers of frontier communities, the administration of vast public properties belonging to the nation. When fallacies of state-ment are cleared away, there remains no actual question of any great importance as between the national control of the public domain and the demand for local State control. There are parts of the public domain to be made over in the future, as in the past, to private ownership. There are parts that must be reserved for the benefit of future generations. Pioneers in frontier communities, in the nature of the case, are engaged in a fierce individual struggle for their own prosperity and success. Their business is the immediate exploitation of resources. Nobody can expect them to look out for future generations.

*A Question for
the Fifth
Generation*

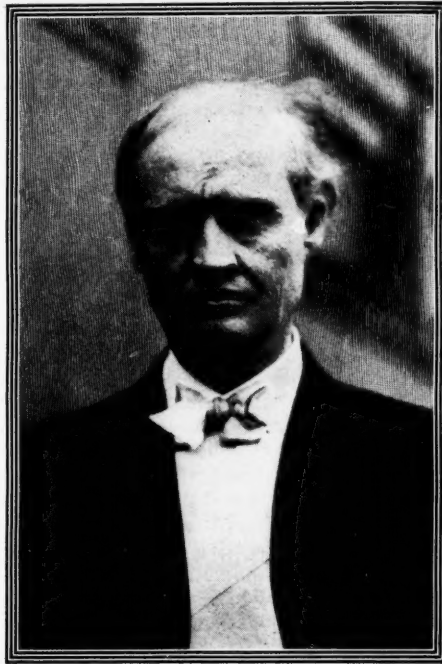
The very leaders from the Western States who at St. Paul most strenuously demanded State control of forests, water powers, and so on, were men who were not born in the States they now represent, but who went there to make their individual fortunes out of the only thing available,—namely, the natural resources of the wilderness. Such men are entitled to admiration and respect, for it is the pioneer spirit that has created the country. But it takes a spirit exactly opposite to that of the pioneers to provide carefully for the preservation of natural resources. The young people of Ohio are to-day the fifth generation in descent from the people who were clearing away the forests and founding settlements after the Revolutionary War. If the nation had any resources by way of public lands, mineral deposits, and the like remaining in the State of Ohio, it could advisedly make them over to the State itself. And the time may well come when what is left of the national domain, including forests, mineral deposits, and water power, can best be made over to the States lying west of the Missouri River. But that time has not yet arrived. As for the Eastern States, there would be no very good reason for federal intervention in such matters as forestry, except for the difficulties involved in getting several contiguous States to act together. If New England could find a way to take care of the forests of Maine, New Hampshire, and Vermont, and if the Southern Appalachian States could find a way to conserve their forests without federal action, such a solution would be most desirable. But the difficulties are so great that the forests are likely to be swept away before the States themselves will rise to the emergency.

*A Plea for
Higher
Freight Rates*

When Governor Stubbs of Kansas, on the 14th of last month, called a convention of neighboring governors to oppose the petition of the Western railroads for a general advance in their freight rates, the wide bearing was realized of the current hearings before the Interstate Commerce Commission, whereat the Western roads in Chicago and the Eastern roads in New York were seeking to demonstrate the fairness of their plea. The burden of proof in all such cases lies now upon the common carrier, according to the June amendment of the Railroad Act. The petition, it will be remembered, dates back to last April. The Western roads had filed their schedules of higher rates to become effective June 1st, and only withdrew them, not to be filed again until after the new law should go into effect, in order to escape the Attorney General's unexpected injunction filed May 31st. On the 19th of last month, the hearing at Chicago took an important turn. The Comptroller of the Illinois Central Railroad, cross-examined by the Commission and the committee of protesting shippers, explained why, from his company's point of view, it was better to offer stock at \$100 a share to old stockholders than to make a public offering at \$150. Thus he opened up the root of the problem: What is a railroad investment and what constitutes a "fair return" on it?

*Finding
a
Basis*

It was hoped that other testimony would follow as to the exact processes through which a road turns its stock into cash, and disposes of that cash. No such fundamental facts had been uncovered at the hearing two weeks earlier, or at the hearing of the Eastern roads at New York which had just terminated. The Eastern roads had presented figures to the Commission in New York to demonstrate that the entire increase in revenue, over the 52,151 miles represented, which would result from the desired higher rates, would still fall more than \$7,000,000 short of making up to the railroads their recent increases of wages alone—some \$35,000,000—not to mention the higher cost of railroad living in general. On the other hand, counsel for the Commission and the shippers pointed out that railroad supplies, although costing more, are often worth more; cross-ties, for instance, which average 50 per cent higher in price than ten years ago, are made to last twice as long through modern chemical treatment. Such rule-of-thumb comparisons, although obviously superficial,



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GOVERNOR STUBBS OF KANSAS

seemed the only method open to the Commission under the present law. Without thousands of expert accountants, and more legal powers and directions than exist to-day, the Commission can only approximate in deciding as to what is a "just and reasonable" rate. It is to be congratulated on seizing this opportunity to bring out such incidental testimony as that it drew from the Illinois Central's Comptroller.

*The New
Railroad
Commission*

Assurance is now strong that in no great time the country and Congress will learn how to estimate railroad rates scientifically; for last month President Taft announced the personnel of his Commission, which this year's amendment to the Railroad Act authorizes, to report on railway stock, bonds and notes, their issuance, and how it may be controlled by the public. It was understood that the work of this body was to be considered at the Cabinet meetings later in the month, as one of the chief interests of the Administration. The President's choice of Arthur T. Hadley, the head of Yale University, for chairman, aroused as much applause from the railroad wing as from the popular press. In personal prestige, as well as through his authoritative

writings on railway economics, President Hadley was the logical selection. Of similar type is B. H. Meyer, professor of political economy at the University of Wisconsin. Professor Meyer is not only a teacher and writer, but also chairman of the Wisconsin Railroad Commission, and in charge of physical valuation for the Commission at Washington. Another writer on interstate commerce appointed by the President was Frederick N. Judson of St. Louis. He will be remembered as counsel for the Government in the prosecution for rebating of the "Atchison." The two remaining members are Frederick Strauss, the New York banker and economist, and Walter L. Fisher, one of the most useful citizens of Chicago, long identified with the Municipal Voters' League. As attorney for his city in settling its recent traction tangle, he led in the invention and realization of the plan for profit-sharing between the municipality and the street railways. In winning the provision for the "Capitalization Commission" against such powerful Congressional opposition, and in obtaining for its membership a group at once so broad and practical, and so removed from political entanglement, Mr. Taft has added another real achievement to his career.

New York's New Liability Law In September the State of New York put into effect the new Wainwright-Phillips act regulating the liability of employers for injury to employees. While its provisions do not go so far in the workman's favor as do the present laws of several foreign governments, the new statute makes very important changes in the direction of greater liberality to the injured employee. In the first place, although contributory negligence may still be charged by the employer in his defense, the burden of proof is shifted to him from the employee. A second radical change in the law comes in the separating of certain trades into a "dangerous" classification. In such occupations, injuries to workmen must be recompensed by fixed payments, without recourse to the plea of contributory negligence, unless the employee should elect to waive these mandatory compensations and sue under the general liability act. This fixed schedule of compensations for injuries in the specially dangerous occupations is illustrated by the following examples: in case of death, four years' wages must be paid, but the sum is not to exceed \$3000. In case of injuries resulting in total incapacity for a period not in excess of eight years, the employer must pay 50

per cent. of the workman's average earnings. In case of partial disability for eight years or less, the workman is to receive 50 per cent. of the difference between his average weekly earnings before and after the accident. The theory on which this new statute was built is that the cost of injuries to workmen must come on capital, to be passed on, doubtless, through higher prices, to society at large.

Trouble in Financing Cotton Exports

Cotton furnished some spectacular news in the commercial and speculative markets of the past month. In the course of a heavy speculative movement in the "August option" on cotton, the "bears" had sold so much more of the commodity than they could, at prevailing prices, purchase for delivery that a wild scramble for buying resulted in a price of 20 cents a pound on the New York Cotton Exchange, the highest figure known since the Reconstruction days of 1873. The special nature of this exploit was clearly shown by the purchase and sale of "October cotton" on the very day of sky-high prices, at the normal figure of 14 cents per pound. Another curious *impasse* has come in the marketing of the new cotton crop, in the refusal of the English banks to finance international cotton bills-of-lading unless these are guaranteed. The American banks admit that serious frauds



GOING UP

From the Evening News (Newark)

have been perpetrated by cotton operators in bills-of-lading, but they refuse to guarantee them unless the English financial houses do the same thing. In the middle of September it looked as if the delivery of the cotton crop to foreign spinners would have to be supported, for the first time, by the American banks. This is no small financial feat, for the total exports of cotton are valued at \$400,000,000, of which Liverpool alone takes about \$250,000,000. It is predicted that this situation will lead to the concentration of the cotton export business in the hands of a few strong concerns, financially able to guarantee their own bills-of-lading; and also to the keeping of much larger stocks of cotton in Liverpool.

*Government
Attacks the
Sugar Trust*

In the latter part of September it became publicly known that the United States Government was to file a suit in New York through the Department of Justice for the dissolution of the American Sugar Refining Company, known as the "Sugar Trust." It had been generally understood that no further moves were to be made against great industrial combinations until the cases of the Standard Oil Company and the American Tobacco Company were decided. But the course of recent events had brought out, in the suit of the Pennsylvania Sugar Refinery and in the sugar-weighing frauds, so much information bearing importantly, in the opinion of the Department of Justice, on the American Sugar Refining Company's operations as a monopoly, that the courts are asked for a dissolution of the trust without further delay. The Government's attorneys announce their intention of framing their bill of complaint under several different statutes. The Sherman Anti-trust law is to be invoked in an accusation of conspiracy in restraint of trade; the trust is to be attacked under the Interstate Commerce law for giving rebates to railroads, and, finally, under the criminal law for the underweighing of imports, and alleged false entries and conspiracy to defraud the Government. Thus, the various misdoings of the great Refining Company are to be massed as evidence in an attempt to prove that it is one of the "bad" trusts which ought to be suppressed by society.

*New York's
Transit
Problem*

Some patient and clever German statistician has figured it out that the number of rides taken annually by town and city dwellers increases in geometrical proportion to the increase in population. The smaller the town the more the

transportation company has to compete with the inclination and ability of the individual to walk. A comparison of the census figures of American cities for several decades proves this conclusively. The important inference from the fact is, of course, that in great metropolitan centers like New York, the problem of transportation becomes more, not less, complicated with the increase of population. Some of the salient features in this problem are set forth in an article on another page (433) this month.

*Some
Amazing
Statistics*

According to some suggestive figures made public a few weeks ago by the Interborough Rapid Transit Company, which operates the subways and elevated lines within the boroughs of Manhattan and the Bronx, 300,000,000 more passengers were carried by the subway and elevated lines during the twelve months ending July 1 last, than in the period from July, 1903, to July, 1904, the year before the opening of the subway. According to these figures also every New Yorker takes an average of sixty more rides a year than he did five years ago. Every year since 1906 the subway itself has carried 30,000,000 more passengers than the preceding year, and the total combined passenger traffic of all New York's lines is set by these figures as at more than 1,000,000,000 passengers annually. During the first few weeks of the operation of the Pennsylvania's Long Island tunnel connection, beginning on September 8, it has been demonstrated that very rapidly increasing congestion of traffic can be looked for unless new subways are built on the extreme East and West sides of Manhattan. The offer, made in the middle of last month, to the Public Service Commission, by Mr. William G. McAdoo, President of the Hudson and Manhattan Railroad Company, to connect the Hudson Terminal downtown with the 33rd Street station of the "Tubes" system has met with favor and its construction now seems like a possibility of the near future.

*A Wonder-
ful Urban
Growth*

In connection with the official figures for urban population announced by the Census Bureau at Washington last month two facts stand out conspicuously: the steady and rapid growth of all the American cities in the 100,000 class and the impartial distribution of this increase among the geographical sections. At the time of closing these pages for the press the figures had not been announced for either Los Angeles or Seattle. It is well understood

that the percentage of increase in the past decade for each of these cities will be phenomenally large; but omitting them from consideration entirely the rate of urban growth throughout the country is seen to be very high. On September 17 the Census Bureau issued a bulletin dealing with the population returns of twenty-four cities which in 1900 had a population of 100,000 and more, to which were added five which had attained that rank between 1900 and 1910. The general percentage of increase for the group of twenty-nine in the ten years was 31. Of the cities in the group whose rate of growth for the decade was above 40 per cent., Atlanta made a gain of 72 per cent., Detroit 63, Denver 59, Kansas City 51, Columbus, O., 54, Bridgeport, Conn., 43, and Newark, N. J., 41. This is certainly a remarkable exhibit, but it was surpassed by a group of fifty-four cities having populations of from 25,000 to 100,000. These showed a gain, in the aggregate, of 43 per cent. and more than half of the cities showed a higher rate of increase for the last decade than for the preceding one. Of these smaller cities, Schenectady, N. Y., with a gain of 130 per cent., Flint, Mich., with a gain of 194 per cent., and Oklahoma City, with a gain of 223 per cent., made the most astonishing records.

*New York
and
Chicago*

The whole country was interested in New York City's extraordinary rate of growth as revealed by the census count. The metropolis now boasts a population of 4,766,883, as compared with 3,487,202 in 1900,—a gain of nearly 39 per cent. This is nearly 2 per cent. higher than the rate of increase between 1890 and 1900; and since this rate has been maintained approximately for twenty years the Census Bureau feels justified in regarding it as the city's normal rate. This steady increase has continued in the face of an equally persistent movement of New York's population into the suburbs. Nearly all of the suburban cities and villages in the metropolitan zone have added materially to their population in the past decade. Several of the Westchester communities, made up largely of New York business and professional men and their families, have more than doubled in that time, and the nearby New Jersey cities have had a healthy growth. A similar movement from Chicago to the suburbs seems to have reduced that city's apparent growth. The census gave Chicago an aggregate population of 2,185,283. The Illinois city remains safely second in the

country and well in the lead of Philadelphia, which remains third. Chicago's growth in the ten years was 10 per cent. less rapid than New York's. She is, however, the sixth city in the world in point of size and is crowding Berlin and Tokyo, which at last accounts had barely passed the 2,000,000 mark themselves. Men are living to-day who were counted in the first federal census of Chicago, taken in 1840. The population at that time was only 4479.

*The
Lake
Cities*

A study of the census returns ought to serve as a mild antidote to a certain form of provincialism. The man of New England birth who has grown up in the proud consciousness that his corner of the country is the seat of the country's industries and that the material output of the States West of the Alleghenies is made up chiefly of the crude products of the soil will be led to wonder what is meant by such urban development as the census discloses at the ports of our Great Lakes and even in those Middle Western States which were once regarded as purely agricultural. He may not at first grasp the fact that these census figures reveal the growth of numerous industrial centers, each one of which has its part to play in the national life, and believes itself quite as essential to the Nation's well-being to-day as were the Lowells and Holyokes and Waterburys of half a century ago. In population, wealth, and material comforts these Western manufacturing towns long ago outstripped all but the four or five largest cities of the Eastern States. Not only Chicago, but Cleveland with its 560,000 people, Detroit with its 465,000, Buffalo with its 423,000, and Milwaukee with its 373,000, represent the industrial advance that has taken place along the Great Lakes since the mining of iron ore and the making of steel and its products became a factor in the situation. Later, when the Census Bureau makes known its statistics of manufactures, there will be added surprises. It will be shown that the Middle West is rapidly gaining industrial prestige at the expense of New England and Pennsylvania. While this tendency was clearly revealed by the census of 1900, it is even more marked to-day.

*The Western
Shifting of
Industries*

It is not a great many years since most of the household utensils in use throughout the country, and practically all the tools, with the exception of agricultural implements, were made in the Eastern States. To-day the department

stores of New York City are largely stocked with articles manufactured in the Middle West. If a New York or a New England farmer wishes to provide himself with a buck-saw, the chances are that the only one he will find for sale at the village store will be of Indianapolis make. The only invalid's table kept in stock in the hospital supply stores in New York is made at Elkhart, Ind. Grand Rapids furniture had long dominated the Eastern markets, and within recent years the automobile industry has greatly added to Michigan's fame. Cars built at Detroit, Lansing, and Flint are in use to-day throughout New England and New York and along the entire Atlantic seaboard. Recalling to mind this remarkable shifting in the location of some of our great industries, we get an important side light on the statistics of urban growth furnished by the census. Thus many who have noted the forging ahead of Detroit in the past decade have ascribed it largely to the automobile industry, which has undoubtedly been the largest single factor; but we should not overlook other important industries that have their plants in and around Detroit, and among these the manufacture of malleable iron and of many iron and steel products, and especially the stove foundries and the brass and copper rolling mills are prominent. The Lake cities of Buffalo, Cleveland, and Milwaukee are competitors with Detroit in some of these industries, and their prosperity is indicated by the census figures which we have already cited. All of these cities are substantial and solid in their business development. Milwaukee, for example, attained a large measure of financial stability many years ago. Its business blocks and other city improvements were built with local capital. A large German element in its population has tended, on the whole, to give the city a conservative character, and the progressive political movements of the last few years are far from indicating any unhealthy tendencies in the city's business life.

*Milwaukee
Enterprises
and Politics*

Business men of other States than Wisconsin were surprised to learn last April that Milwaukee had "gone" Socialist. Political action of a more conventional or so-called conservative sort would have seemed more to be expected on the part of a city so prominent industrially. Its three leading manufactures, for instance—iron and steel, leather, and packed meats—have an annual value of more than \$87,000,000. It is the fourth flour-producing

city in the nation. Its total manufactures amounted to more than \$323,000,000 last year. It stands in the front rank, ahead even of Duluth and Chicago, as a coal-receiving port; more than 4,000,000 tons entered the city by lake and rail during 1909. Enterprises so huge for a community of 374,000 inhabitants certainly do not argue a reckless or experimental spirit as to government. The truth, of course, as Mr. George Allan England illustrates in his article beginning on page 445, is that Mayor Seidel's Socialist government moves on the same principles of economy and technical efficiency as Mayor Gaynor's government of New York City, or the good government of any other municipality. What few untried features there are on Mayor Seidel's program—municipal fruit-growing for revenue, municipal printing plants, and so on—depart only in method, not in principle, from the examination of school children's eyes now regularly undertaken by New York (and other cities). As long as an administration brings permanently to Milwaukee the blessings of fewer and honester officials, the suppression of grafting, the service of real experts in finance, hygiene and engineering, and a scientific handling of paving, parks, and the labor problem—the political complexion of that administration's leaders need concern business interests no more than the color of their hair.

*End of the
Cloakmakers
Strike*

Early last month a two month's strike of 70,000 New York cloak-makers ended with an agreement between the strikers and the employers, by which the former accepted the "preferential shop" instead of the "closed shop" which they had demanded. In effect, the principle of the union shop was adopted, but it was accompanied with limitations and conditions which, it is believed, will minimize those features of the system that have usually proved objectionable to employers. Under the terms of the agreement each employer is to maintain a shop where union standards as to working conditions, hours of labor, and rates of wages shall prevail, and where, in hiring help, union men will be preferred, but employers are to have freedom of selection as between one union man and another and are not to be confined to any list or bound to follow any prescribed order whatever. Under the agreement also a sanitary board, an arbitration board, and a board to pass upon minor grievances are established. It is provided that hereafter there shall be no strike or lockout because of differences between em-

ployer and employees until the questions involved shall have been submitted to the arbitration committee. The strikers won most of their minor demands, and will hereafter receive larger pay and work shorter hours, under better conditions, than ever before. Considering the large numbers involved, this strike was remarkable for its freedom from violence.

*The Columbus
Street-Car
Strike*

The record of the street-railway strike at Columbus, O., has been quite different. For many weeks the public's unconcealed sympathy with the striking motormen and conductors led to a seeming paralysis of the local authorities so far as the suppression of rioting was concerned. Mayor Marshall endeavored to shift the responsibility for maintaining public order to the shoulders of Governor Harmon, but the attempt met with failure. The State militia coöperated with the police in arresting rioters when cars were dynamited and the State forces stood ready to preserve the peace, but it was the duty of the city authorities to exhaust every means of putting down disorder before calling on the State for aid. This they seemed unwilling to do and much confusion and lawlessness resulted from their attitude.

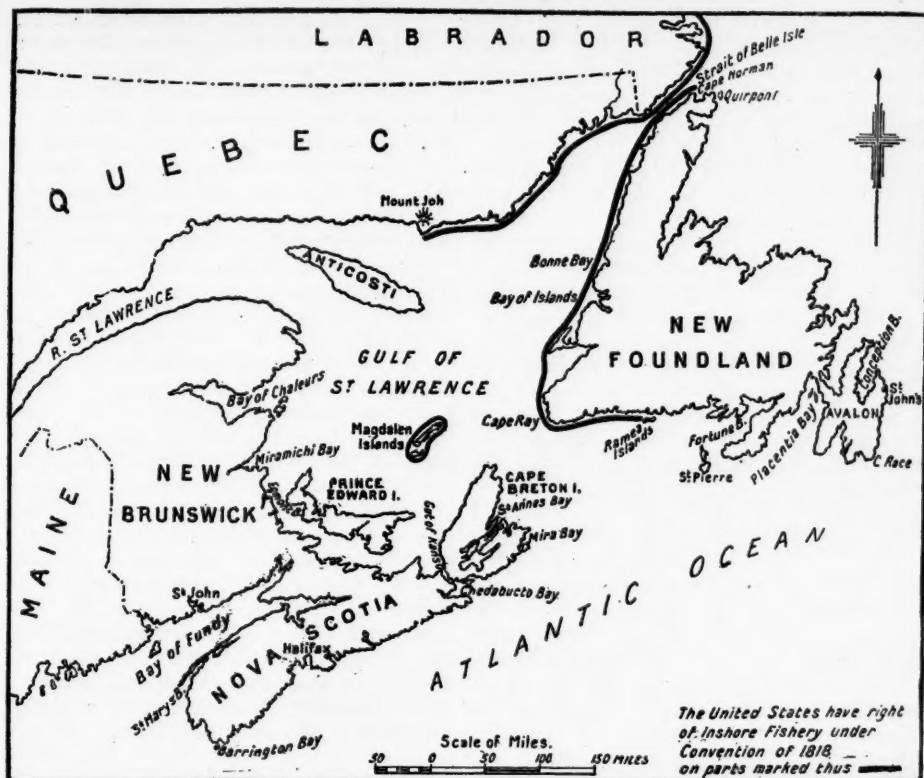
*The Coming
Aerial
Tournament*

The last week of October will see the great International Aviation Tournament in full progress at Belmont Park, Long Island. This will be the most important event of the kind ever held in America. Many of the world-famous aviators, whose daring feats have repeatedly been chronicled in the newspapers, will enter the lists. England will be represented by a team of three men, including Mr. Claude Grahame-White, the winner of the bulk of the prize money at the recent Harvard aviation meet. France will send six top-notchers,—Leon Morane, who has been doing both fast and fancy flying recently, and incidentally going up over 8000 feet; Alfred LeBlanc, the winner of the 488 mile cross-country flight from Paris to the German border; Aubrun, who was second in that great event, Hubert Latham, the hero of many remarkable flights, and Count de Lesseps, who has a channel crossing to his credit as well as divers other feats. Belgium will send Jan Olieslagers, to whom will fall the Michelin prize for distance flying if his record of 244 miles made last July is not exceeded by the end of the year. Austria will be represented by Warchalowski and Karl Illner, and Italy by Signor Cattaneo. Among American flying men to take part will be the best, Glenn Curtiss (who crossed

70 miles of Lake Erie in his aeroplane last month, with a return trip—the record over-water flight; John B. Moissant, the Chicago man who, a few weeks ago, completed a flight from Paris to London with a passenger; J. Armstrong Drexel, who set a mark of over 6000 feet at Lanark, Scotland; Henry Weymann, who last month made the daring but unsuccessful attempt to fly over the Alps Mountains, Clifford B. Harmon, who recently accomplished a flight over Long Island Sound, and many other notable airmen. Over \$50,000 will be distributed in prizes for the various events, while the aviators will also share in the net profits of the meeting. The principal prize of the tournament is the International Trophy for speed, which carries with it a cash prize of \$5,000. This cup was captured for America at Reims last year by Glenn Curtiss, who will probably head the team to defend it this year. The strong men being sent from abroad indicate a determined struggle to take the trophy back to foreign shores. The program of events at the tournament will include contests for speed, altitude, distance, duration, and cross-country flights, besides many novelties.



THE GORDON-BENNETT INTERNATIONAL
AVIATION TROPHY



MAP SHOWING THE NORTH ATLANTIC COAST FISHERIES

(As determined by the treaty of 1818 between the United States and Great Britain, and the subject of the discussion before The Hague Arbitration Tribunal)

The Fisheries Award

A most impressive testimony to the justice and fairness of the award in the Newfoundland fisheries case, rendered on September 7, as well as to the dignity and fair dealing of the arbitration tribunal at The Hague, may be found in the fact that no protest, or even comment, was officially made by either the British or the United States government upon the decision when it was made public. The five-day period allowed for the receiving of such protests elapsed, and the terms of the award thereupon became (on September 12) irrevocable. The issue, which had involved the governments of the United States, Great Britain, Canada and Newfoundland for 130 years, was presented in the form of seven questions. From time to time we have referred in these pages to the progress of the arguments as presented by the eminent counsel for both sides. The decision of the tribunal supported the United States on five counts and Great Britain on two. On all

questions except one the court was unanimous. On one other point, while there was no dissenting opinion among the judges, the United States counsel raised questions of equity which will be submitted to a special commission for determination.

The Decision Analyzed

The first question submitted to the judges concerned the right of Great Britain or her colonies to make "reasonable regulations," without the assent of the United States, in the matter of taking fish in the waters of Canada and Newfoundland. In this case the award of the Tribunal was in favor of the British point of view, which was that Great Britain's sovereignty entitles her or her colonies to make, in the form of municipal ordinances, and without the assent of the United States, any regulations they may deem necessary. But the judges added that if protest is made, the reasonableness of the regulations "should be submitted to an impartial commission of

experts." It is with regard to this point that certain questions of equity have been raised which will be submitted to a special commission later. The second question dealt with the liberty of American citizens while fishing on the treaty coast to employ as members of their crews persons not inhabitants of the United States. On this point the verdict was favorable to the American claims. The third and fourth questions dealt with the right of Canada and Newfoundland, to subject American fishermen to the requirements of entry at custom houses, the payment of dues or other similar regulations. On these points also the American contention was sustained. However, in the opinion of the court, "the requirement that an American fishing vessel should report, if proper conveniences for doing so are at hand, is not unreasonable."

*The Dispute
Over
"Headlands"*

The fifth question, which inquired "What is a bay within the treaty's meaning?" was decided by the court contrary to the claims of the United States. This point concerns the so-called headland doctrine. The British have always contended that the three marine miles within which, according to the treaty of 1818, the United States had agreed not to take fish, should be measured by an imaginary line drawn across the mouth of the bay, no matter how wide, from headland to headland. The American claim was that the line should follow the sinuosities of the coast. On this point only was there a dissenting opinion among the judges. Señor Luis Drago, the famous international lawyer from Argentina, supported the American contention. The judges decided as follows:

In case of bays the three marine miles are to be measured from a straight line drawn across the body of water at the place where it ceases to have the configuration and characteristics of a bay. At all other places the three marine miles are to be measured following the sinuosities of the coast.

Question six, regarding the right, under the treaty of 1818, of American citizens to fish in the bays, harbors and rivers of Newfoundland as well as in those of Labrador was decided in favor of the American contention. The seventh and last point, which was also adjudged in our favor, concerned the right of American fishermen to all commercial privileges on these treaty coasts which have been accorded by agreement or otherwise to American trading vessels generally. This made five points out of seven decided in our favor.

*The Net
Results*

To sum up. Henceforth neither British imperial nor colonial authorities can compel our fishermen to report to the custom houses; they cannot impose on these fishermen light, harbor or other dues; and we are permitted to employ Newfoundlanders on our fishing vessels, which will have the right to purchase supplies and enjoy other commercial privileges. On the other hand, the Tribunal decided that it is inherent in British sovereignty for her or her colonies, without the assent of the United States, to make reasonable regulations, "on the grounds of public order and morals," in the matter of fisheries on the Newfoundland and Labrador coasts. Furthermore (Point Five) the boundary between the high seas and the territorial waters of bays and other inlets in matters with which this treaty is concerned, is to be considered as running from headland to headland. Finally—and this of the utmost importance to the United States—the award provides that the disputed fisheries regulations shall hereafter be submitted to an impartial commission. This body shall consist of one expert from each country together with Dr. Paulus Hoek, the Fisheries Advisor to the Dutch Government. The Tribunal recommends that a similar commission be made permanent.

*Make-up
of the
Court*

The five judges who rendered so fair and just a verdict in this long-disputed question were Dr. Heinrich Lammasch, Professor of International Law at the University of Vienna, President; Judge George Gray of Delaware; the Rt. Hon. Charles Fitzpatrick, Chief Justice of Canada; Dr. Luis Maria Drago, ex-Minister of Foreign Affairs of Argentina; and Dr. A. F. Savarin-Lohman, the eminent Dutch authority on international law. The decision was read by Baron Michiels van Verduynen, Secretary of the Permanent Court of Arbitration at The Hague. The principal pleader for the United States was Senator Root, whose six days' speech is regarded by many as the ablest presentation of any case yet made at The Hague. In several articles in these pages during the past two years, we have described and discussed different phases of the fisheries problem.

*The Gain to
International
Ethics*

The American government and people have never approached an arbitration court in just the spirit in which we submitted this case to The Hague. There was nothing like the usual game of diplomacy, but a wholly dignified

presentation of facts to an impartial and upright tribunal for the sake of securing an upright and just settlement. Testimony to the justness and fairness of the decision is given not only by the immediate acquiescence of both governments, as we have already pointed out, but by the fact that two of the judges actually voted against the interests of their own country. Judge Gray, representing the United States, voted against the American contention and in favor of Great Britain on the two points on which British interests were most concerned. On the other hand, Sir Charles Fitzpatrick, representing Great Britain, voted against the claims of his own country on the five points which were decided in favor of the United States. Could there be a better demonstration than this of the possibility of obtaining honorable, judicial impartiality in any international supreme court?

*Harmony
and
Good Feeling*

The judgment has been a compromise in only the highest and best meaning of the term. The achievement is a demonstration of the practical value of the arbitral and judicial machinery at The Hague for dealing with a certain class of differences, and also of the admirable spirit of mutual friendship and confidence which has animated the two parties to the suit. By universal consent the conduct of the court was almost perfect. There was no friction, personal or otherwise. It is difficult to say whether British or Americans are the more enthusiastic in praise of the impartiality of the judges, their courtesy, and the keen and constant attention which they paid to the arguments. Of Dr. Lammasch, the Austrian jurist, who presided over this international tribunal, one of the junior counsel on the British side gives the following terse characterization:

Dr. Lammasch commands the respect and admiration of every one. He speaks the most lucid English, and is perfectly at home with Latin, French, German, and Spanish. He seems to have read the laws of all countries, and digested them and arranged them in his eminently judicial mind. He is the essence of courtesy and of quiet speech, but he's always "on the point."

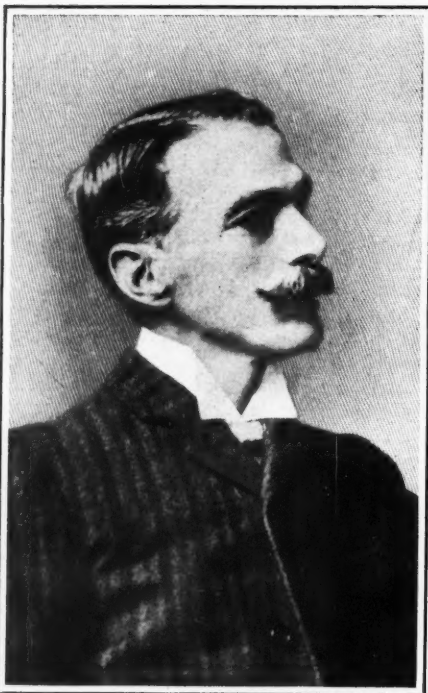
*One Hundred
Years of
Mexico*

The ceremonies and pageants attending the commemoration last month of the one-hundredth anniversary of the Mexican independence and the eightieth birthday of Gen. Porfirio Diaz, President of the Republic, were carried through without any marring incident. We have several times in these pages referred to the progress of the preparations for this commemoration, and, last month, we noted

the most significant features of the program. Among the particularly interesting events not recorded on the official list, which actually took place during the celebration, were the dedication of the new home of the Young Men's Christian Association, on September 10, by President Diaz, and the announcement by the American colony in Mexico City, of its intention to erect a statue of George Washington as the American contribution to the centennial celebration. Eye-witnesses of the ceremonies on the fifteenth and the sixteenth of last month maintain that the most impressive was the unveiling of the monument to Benito Juarez, who restored to Mexico, in 1867, the independence that Hidalgo gave it a century ago. This monument was erected at a cost of \$200,000, made up of the voluntary contributions of the people of Mexico. By a rather singular and dramatic coincidence, while Mexico was celebrating her hundredth anniversary, the Mexican War Veterans' Association, composed of American soldiers who fought against the armies of our neighbor republic in 1846-8, was disbanded "because its members are too old and too few to continue their meetings on this side of the other world."

*The Revolutionists Win
in Nicaragua*

The victory of the Nicaraguan revolutionists was completed last month by the entry into the capital, Managua, of the troops of General Estrada. Thus ends a civil war which has kept Nicaragua, and to a certain extent all the other Central American Republics, in disorder and anarchy for nearly two years. Ever since Dr. Madriz assumed the presidency, succeeding Zelaya, there have been almost daily battles between the government forces and the revolutionists. The fortunes of war have varied, but, in the main, the cause of the revolutionists has steadily bettered until, on August 26, Madriz fled from the capital. No further serious resistance was made to the establishment of a provisional government under the brother of General Estrada, or, later, to the assumption of power by Estrada himself. Proclaiming himself Provisional President, the revolutionary general entered the capital, Managua, on August 29. He immediately appointed a new cabinet consisting of prominent conservatives, all of whom enjoy public confidence. Two days later he was formally inaugurated. One of his first acts was to call a constitutional convention, to meet some time within the present month, to decide the time and manner of the regular presidential election.



SEÑOR CARLOS E. RESTREPO, THE NEWLY ELECTED
PRESIDENT OF COLOMBIA

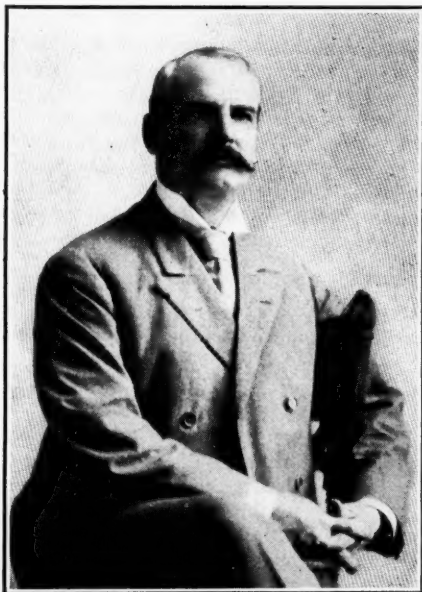
In thus taking the public into his confidence and at once submitting his title to the presidency to the nation for approval or rejection, General Estrada has certainly acted wisely and avoided even the suspicion of an intention to become dictator.

Adjusting Relations with the United States Soon after his inauguration the new president sent a despatch to Secretary Knox assuring the American people of the warm regard entertained for them by the victorious revolutionists, and requesting that the United States Government send to Managua a commission to arrange for the settlement of all outstanding differences. Mr. Knox replied promptly, and soon afterwards it was announced that the Hon. Thomas C. Dawson, the newly appointed American Minister to Panama, had been designated as American Commissioner to proceed directly to Managua. Mr. Dawson will take up with President Estrada the matter of the punishment of those persons who were responsible for the killing of the two American citizens, Groce and Cannon, who were apprehended by Zelaya's troops while they were fighting in the ranks of the revolutionists. It is be-

lieved that Mr. Dawson will also assist the new Nicaraguan government in reorganizing its finances. The situation is thus clarified. Henceforth, instead of two factional governments in Nicaragua there will be only one, that of General Estrada. With this government the rest of the world can safely and properly deal until the national election has been held and has determined the choice of the Nicaraguan people for president.

*Elections in
Costa Rica and
Panama*

The recent elections in Panama and Costa Rica were carried on with that order and sobriety that in general characterize the choice of chief magistrates in these countries. Political conditions in Costa Rica are peaceful in every way. The little Republic has shown its right to be considered among the most progressive nations of the American continent because its most exciting presidential election was conducted with such national dignity that no disorder whatever occurred. A noticeable feature of the budget just adopted is that the amount to be expended on public schools is practically equal to that for military and police. Señor Don Ricardo Jimenez, the new president of Costa Rica, was inaugurated in May for a term of four years. There was some excitement in the campaign in Panama



HON. THOMAS C. DAWSON

(The new American Minister to Panama, who has been selected as special American Commissioner to Nicaragua)

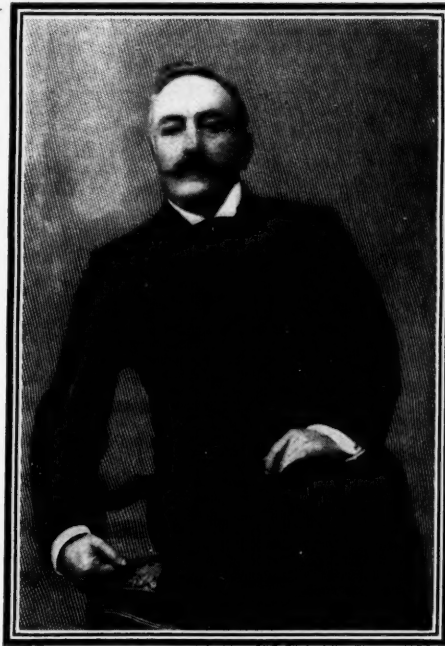
occasioned by the report that the United States government contemplated active interference in case the president chosen was not acceptable to the wishes of the State Department at Washington. The repudiation of any such intention by our Government reassured our friends in Panama, and at the election, which was held on September 14, Dr. Pablo Arosemena was elected first vice president. Dr. Arosemena is a statesman of experience. He was "constitutional President" of Panama when it was a state of the United States of Colombia. He will be acting president for the unexpired term of the late President Obaldia until the next regular election for the presidency of Panama, which will be held in 1912.

*South American
Political
Affairs*

The past summer was ushered in with celebrations and ceremonies commemorating their independence by many of the South American countries. The season witnessed also national elections in many of the larger and more prosperous of these nations. It is interesting to note the fact that all the Latin countries in the new world are rapidly increasing in population, according to statistics recently collected by the American consul at Montevideo, Uruguay. The eighteen Latin-American countries now have a combined population of more than 67,000,000. After a long and bitterly contested campaign, and an election so close that it required a special commission to decide, Marshal Hermes da Fonseca has been declared elected president of Brazil. The new executive will be inaugurated on the fifteenth of next month. Marshal Fonseca is a modern Latin-American statesman of experience and attainments and a soldier of distinction. In Argentina Dr. Alcorta will be succeeded next month by Dr. Roque Sáenz Peña. This statesman has represented his government at various foreign capitals, and was a special envoy to the International Conciliation Conference at The Hague.

*New Presidents
in South
America*

Only a few days after the sudden death of President Pedro Montt, which we recorded in these pages last month, Vice President Albano of Chile also passed away. He was succeeded by Señor Figueroa, Minister of Justice, who will act as president until the next national election. Peru does not hold a presidential election until 1912. The present executive, Dr. Augusto B. Leguía, has already attained an enviable reputation among South American statesmen and has achieved great things for



DR. ROQUE SAENZ PEÑA, THE NEWLY ELECTED
PRESIDENT OF ARGENTINA

his country. At the time of his inauguration, two years ago, this magazine published a sketch of him and a review of Peruvian affairs. General Eloy Alfaro, the present president of Ecuador, was inaugurated on the first day of the year 1907. It seems likely that he will be reelected in January next. Colombia has had three presidents in the space of one year. In August, 1907, General Valencia was elected to succeed General Rafael Reyes, who resigned. Before the year had expired, the Congress had elected Señor Don Carlos E. Restrepo president. Señor Restrepo is regarded as one of the most progressive and modern of South American statesmen. He is a lawyer of wide experience and an author of enviable reputation.

*The Kaiser's
"Divine
Right"*

At Königsberg, the town on the Baltic Sea in which the Prussian kings crown themselves, Kaiser Wilhelm, on August 25, reiterated his faith in the divine right of kings. The following sentences "revised by a member of the Imperial household," and therefore not misrepresenting his majesty, give the substance of his speech:

Here my grandfather, by his own right, placed on his head the royal crown of Prussia, once again

declaring that it had been bestowed upon him by God's grace alone, not by parliaments, national assemblies or the popular voice, so that he regarded himself as the chosen instrument of heaven, and as such performed the duties of a ruler. . . . Looking upon myself as the instrument of the Lord and regardless of the views and opinions of the hour, I shall go my way, which will be devoted solely to the well being, and peaceful development of the Fatherland.

There seems to have been no special reason for the Emperor's breaking his silence of nearly two years in this way, unless he was provoked to radical utterance by the recent election of a Social Democrat from Saxony to the Reichstag. It was peculiarly a Prussian occasion at Königsberg, and it may have been that the Kaiser intended to notify his people that he fully approves the course of Chancellor von Bethmann-Hollweg, who is also Prussian Minister of State, in refusing to extend the franchise right in Prussia.

*A Religious,
Not a Political
Utterance* The publication of the speech in the daily press next morning aroused indignant comment throughout the Empire and widespread discussion in the press of the rest of Europe. Some of the socialist and radical journals of Germany openly demand action by the Reichstag. The semi-official newspapers mildly



A FUTURE GERMAN EMPEROR

(Little Prince Wilhelm, eldest son of the German Crown Prince, who is a soldier at four years of age. From a photograph taken last month)



THE HIGH-FLIER'S RETURN

THE KAISER-BIRD (re-entering cage) to the German People: "It's all right; I'm going back of my own accord. But—(aside)—I got pretty near the sky that time. Haven't had such a day out for two years!"

From *Punch* (London)

deny that the speech was a declaration of absolutism or a fling at representative government. It is not as a ruler that the German Kaiser makes these statements, but as a man who, on religious grounds, proclaims the obligations he feels to Providence for the well-being of his people. Such is the explanation given by the conservative press and emphasized in subsequent remarks by the Kaiser himself. This explanation would seem to be near the truth. Kaiser Wilhelm is too able and modern an executive and too intelligent a man to take up the cause of absolutism against constitutionalism. He is personally very devout and of an exalted, emotional disposition. There are those who jest at his declaration that he regards himself as an instrument in God's hands. It is, however, a tremendous thing for an honest and earnest man, as the Kaiser undoubtedly is, to believe himself an agent of the Almighty. It has made an intense, fervid patriot of William II, with an exalted idea of duty, and has wrought some good things for the German nation.



NICHOLAS AND MILENA, THE NEW KING AND QUEEN OF MONTENEGRO

*The New
Kingdom in
the Balkans*

Montenegro, the last of the principalities set up by the treaty of Berlin, in 1878, has become a kingdom. All the rulers of the Balkans are now sovereigns in their own right. On August 28, the day after the sovereignty of Korea in the Far East was abolished, a new kingdom was born in the Near East. Prince Nicholas the First, Petrovic Njegos in his own musical language, was proclaimed king in accordance with a resolution of the Montenegrin Parliament. The ceremony took place in Cetinje, the capital of the little mountain territory which is about as large as Yellowstone Park, only much more rugged, and wedged in between Austria and Turkey. Undoubtedly the change of status of this small kingdom of hardy mountaineers was due to the moral support of Russia. In addition, the new king has the friendly approval of France and Italy. At the ceremony of proclaiming Nicholas King, Montenegro officially renounced that article of the Treaty of Berlin which prohibited warships from entering the port of Antivari. Up to the present this port has been closed to the warships of all nations,

and the administration of the maritime and sanitary police on all the coast of Montenegro in the hands of Austria. This has been particularly galling to the Montenegrins, who, like all mountaineers, are a hardy, warlike people, passionately devoted to their independence. Prince Nicholas is sixty-nine years of age and the father of three sons and six daughters. One of the daughters is Queen of Italy, another a Russian Grand Duchess and a third a princess of Battenberg. It is believed that Montenegro, as a kingdom, may become an important center of the Pan-Slav movement. This fact brought out some opposition on the part of Serbia, which was withdrawn, however, when even Austria recognized the new kingly dignity of Nicholas.

*The First
Elections in
South Africa*

The first general election in the new united South Africa nation was held on September 15. It was chiefly noteworthy in the fact that there were no national issues at stake, the programs of both parties, the Nationalists and the Unionists, being almost identical. Both demanded the exclusion of Asiatic labor,

whether from China or India. Both declared in favor of an energetic mining policy and of agricultural improvements. Both emphatically proclaimed their loyalty to King George of Great Britain. The only lines of division were those of race and language. The general result of the pollings showed that the Nationalists will have 67 members in the Federal Assembly, a majority of 13. Of the Opposition, which numbers 54, 37 are Unionists (British), 4 Laborites and 13 Independents. Perhaps the most notable feature of the actual balloting was the defeat of the Premier, Gen. Louis Botha, by the Unionist candidate, Sir Percy Fitzpatrick, in East Pretoria. A government proclamation issued immediately after the election, however, announced that Gen. Botha would retain the Premiership.

*The End of
Korean
Sovereignty*

After a national existence of almost ten centuries, the Kingdom, of late years styled the Empire, of Korea has been absorbed into the Empire of Japan. On August 27 an official announcement was made from Tokyo that Korea had been transferred to the Japanese "Home Department," under the title of Cho-sen, a poetic name for Korea, meaning "The Land of the Morning Calm." The annexation was accomplished by means of a treaty under the terms of which the Korean court will hereafter be maintained with an organization similar to that of the Japanese Crown Prince, after whom, Yi Chök, the former Korean Emperor, will rank at Toyko under the title of Prince Gi. In an edict issued the day after the promulgation of the treaty the Japanese Emperor declared that he found it impossible to effect desired reforms in Korea while it remained outside of the Empire, and therefore incorporated it in his dominion by and with the approval of the Korean government. Thus Japan adds to her present population of approximately 50,000,000 ten or twelve millions of Koreans. While the formal annexation has been impressive from a sentimental and military point of view, the actual status of the Koreans under the new arrangement will be but little altered. Despite the somewhat shadowy existence of the so-called "government of the Korean Empire" Japanese rule has been firmly established in the peninsula since the conclusion of the Russo-Japanese war. Under the military government immediately following that conflict, there was some restiveness on the part of the Koreans, but, as administered by the late Prince Ito and his

successors, the Viscount Sone (who died last month) and Lieutenant-General Terachi, the country has been comparatively quiet. It has, moreover, made great progress on the way toward a truly modern government and a measure of commercial and industrial prosperity.

*What Japan
Has Done
in Korea*

Not even the most rabid of anti-Japanese will deny that the Korea of to-day is vastly better off than the country was before the war. Japan has built railroads, constructed highways, introduced water-works, lighthouses, scientific sewage systems, telegraphs, telephones and a modern postal service. She has established schools and hospitals, reorganized the courts, put the currency on a gold basis, recodified the mining laws, adopted an entirely different attitude toward missionaries and, in general, vastly improved the condition of the country and its people. All the old treaties of Korea with the rest of the world have, of course, lapsed automatically by the annexation. In the matter of tariff relations, however, the Japanese Government has seen fit to adopt a generous and enlight-



KING NICHOLAS AND HIS ARMY
(The military staff of the new king wishing him a long and successful reign)

ened attitude. Instead of immediately applying the rates of the newly adopted Japanese tariff to imports in Korea, the Foreign Office at Toyko has announced that, for a term of ten years, Japan will respect and observe the Korean tariff and trading regulations existing before the annexation, not only between Korea and foreign countries, but also between Korea and the Japanese Empire proper.

*Japan's
Course
Justified*

The fiction of independence was not satisfactory or profitable to the Koreans. At the same time it greatly hampered the Japanese in their efforts to bring the country abreast of modern times. The chief point of concern to foreign nations in the formal annexation is the matter of ex-territoriality. Hereafter Japan will control the Korean courts. She will guarantee that justice will be done in them, and will probably require the Western powers to surrender the rights they have held for years, to have their nationals tried in Korea by their own consuls. Although the act of annexation has been criticized by the press of Russia and other continental European countries, it is difficult to see how Japan, placed as she is, could pursue any different course. The government at Toyko faced in Korea much the same problem as that which faced the government of the United States after our occu-

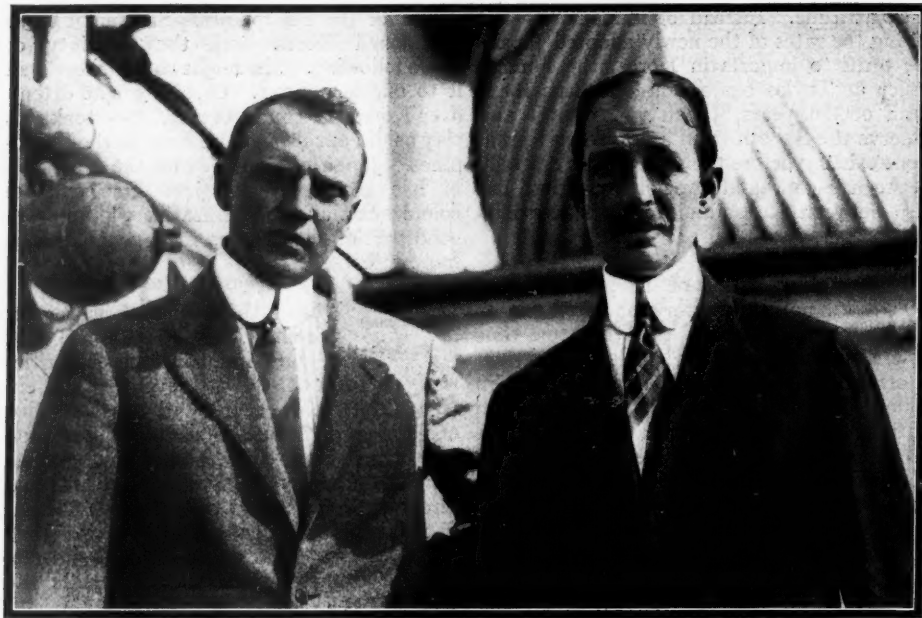
pation of the Philippines. She might have abandoned Korea with the certainty of chaos following. She might have surrendered it to another power. Or, she might extend over Korea her complete rule. She took this way as did our own government in the Philippines. Japan needs Korea for the expansion of her growing population. Its complete colonization and modernization will absorb a good part of her energies for a generation or more to come.

*The Menace
of
Cholera*

During the month of September the energies of the medical staff of our immigration authorities were devoted chiefly to preventing the entrance into this country of the dreaded cholera germ. The terrible epidemic of cholera, which in its present course originated some months ago in Southern Russia, has already claimed more than 100,000 victims in that Empire. It has spread East and West, across Siberia as far as Manchuria, and into Europe as far as some German points and Rome, Naples and other cities of Italy. We call our readers' attention to the comprehensive and authoritative article by Dr. Huber, on page 473 this month, which sets forth the history and general "behavior" of this dreaded plague. Already cholera has become a great national calamity for Russia. Until the present summer the scourge had been confined, for the most part, to cities and towns along the main routes of travel. It is now invading the rural villages, where the ignorant and superstitious population is utterly unable to cope with it. The authorities in St. Petersburg confess that they would prefer to deal with revolution rather than cholera. Sanitary science has advanced far in Russia, but the great bulk of the peasants are so ignorant that they regard sanitary measures with positive hostility. In reality there are a number of diseases to which we Western peoples are subject that are more deadly in their ravages than cholera, but they have not the dreaded reputation of the Asiatic scourge. Statistics could be cited to prove that tuberculosis alone is more destructive of human life in this country than cholera in Russia. Typhoid fever also is of the same general nature in its inception and spread as the cholera. It is encouraging to note the fact that our municipal and state-wide campaigns against tuberculosis have already resulted in lessening the number of victims of that disease. Our physicians and sanitarians are now telling us that the next campaign must be against typhoid.



THE FATE OF KOREA—A GERMAN VIEW
(This, according to *Kladderadatsch* of Berlin, will be the actual future status of Korea)

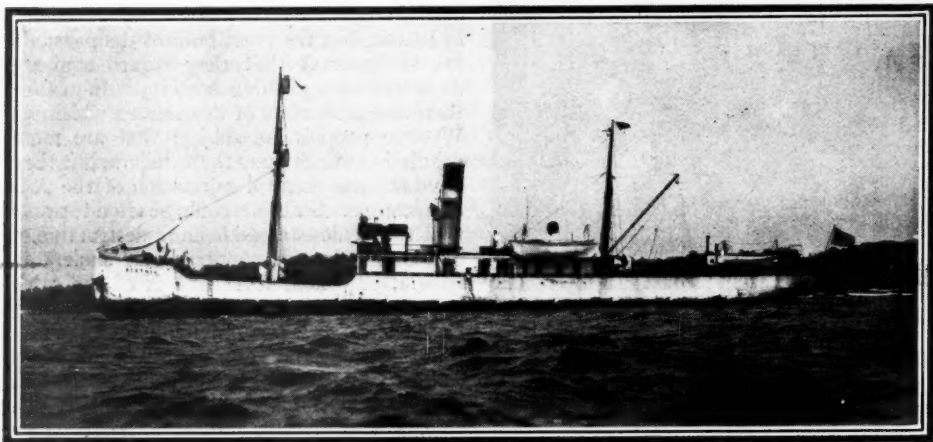


PAUL RAINEY AND HARRY WHITNEY, THE ARCTIC HUNTERS AND EXPLORERS

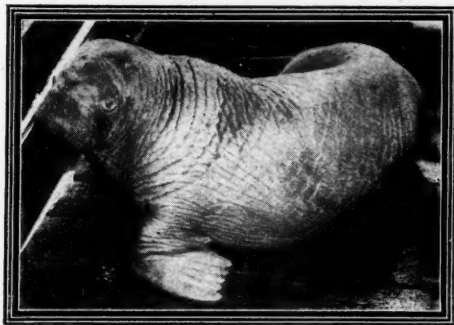
*The New
Interest in
Animal Life*

It is only within the past few years that municipal governments and the general public itself has begun to realize the educational value of menageries and botanical gardens. Until quite recently the cities of the Old World have offered to their citizens much more extensive and better conducted enterprises of this sort than American cities. New York, however, is now becoming one of the leaders in this regard. The botanical and zoölogical gardens in Bronx Park

challenge comparison with any others in the world, if they do not excel in the range of subjects and their accessibility to the public. A noteworthy feature of this new interest in the animal world is the increasing number of valuable gifts to zoölogical gardens from private sources. Especially worthy of mention is the gift of Arctic animals just made to the Bronx "Zoo" by the Arctic hunters and explorers, Harry Whitney and Paul J. Rainey, who have recently returned from a



THE "BOETHIC," THE STEAMSHIP USED BY PAUL RAINEY ON HIS ARCTIC EXPEDITION
(The photographs on this and the following page are by the American Press Association, New York)



THE BABY WALRUS

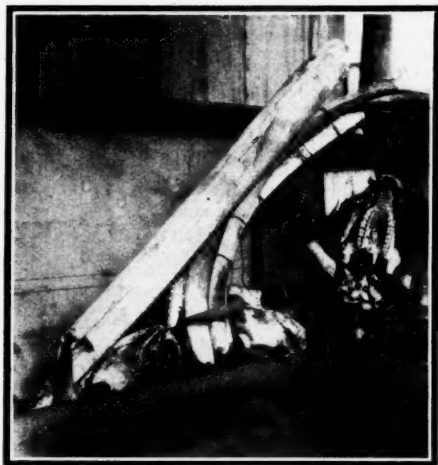
long hunting trip in the Arctic regions. They have presented to the gardens two polar bears, a musk ox, a baby walrus, seven Esquimo dogs and a blue fox, some of which are shown in the photographs reproduced on this and the preceding page. Director Hornaday, of the Gardens, says that these animals make up the most important acquisition ever received by the New York Zoölogical Gardens from private sources. It is in its stimulation of our interest in the animals as world citizens that Mr. Roosevelt's own story of his African experiences is chiefly valuable. This point, we venture here to remind our readers, is brought out clearly and sympathetically by Mr. Grinnell, editor of *Forest and Stream*, and himself well known as an authority on the wild life of our own country, in his review of "African Game Trails" on page 457 this month. Professor Garner's researches into the "speech" of monkeys, to which we also allude is another evidence of human curiosity as to the life habits of animals.



AN ESQUIMO DOG FROM THE ARCTIC



TWO OF THE MUSK OXEN



THE REMAINS OF DR. COOK'S IGLOO AT ETAH



THE BLUE FOX BROUGHT BACK BY MR. RAINEY

RECORD OF CURRENT EVENTS

(From August 20 to September 20, 1910)

POLITICS AND GOVERNMENT—AMERICAN

August 20.—The committee appointed by the House of Representatives to investigate Indian land affairs clears Vice-President Sherman and Senator Curtis (Rep., Kan.) of any improper connection therewith.

August 22.—President Taft, in a letter to the chairman of the New York County Republican Committee, denies that he favored the selection of Vice-President Sherman over Colonel Roosevelt as chairman of the State convention.

August 23.—In the Georgia Democratic primaries, ex-Gov. Hoke Smith defeats Governor Brown for the gubernatorial nomination.

August 30.—Gov. James H. Brady (Rep.) is renominated in the Idaho primaries; James B. Hawley is nominated by the Democrats.

September 2.—The President appoints Dr. Joseph A. Holmes, of the Geological Survey, to be director of the new Bureau of Mines.

September 6.—Lieut.-Gov. John A. Mead (Rep.) is elected Governor of Vermont, defeating Charles D. Watson (Dem.) by about 18,000 votes.... Senator J. C. Burrows (Rep.) is defeated for renomination, in the Michigan primaries, by Congressman Charles E. Townsend, a Progressive; Chase S. Osborn (Rep.) and Lawton T. Hemans (Dem.) are the gubernatorial nominees.... Senator LaFollette is renominated by 50,000 plurality in the Wisconsin Primaries; F. E. McGovern wins the Republican nomination for Governor.... Robert P. Bass, the "Progressive" candidate, wins in the primaries the Republican nomination for Governor of New Hampshire; Clarence E. Carr is the Democratic nominee.... The New Mexico election results in the choice of 68 Republican and 32 Democratic delegates to the constitutional convention, a majority of whom are against the initiative and referendum.

September 7.—The committee to inquire into alleged legislative graft begins its hearings in New York City.

September 8.—Judge Simeon E. Baldwin is nominated for Governor by the Democrats of Connecticut.

September 9.—The four Democratic members of the Ballinger-Pinchot Congressional investigating committee make public at Minneapolis a report of their findings against Secretary Ballinger; Congressman Madison, Insurgent-Republican, makes a separate statement, also against the Secretary.

September 10.—Gov. Malcolm R. Patterson (Dem.), of Tennessee, withdraws from his candidacy for reelection.... Ex-Gov. John Lind, of Minnesota, declines the Democratic gubernatorial nomination.

September 12.—The Maine election results in a Democratic victory for the first time in thirty years, Frederick W. Plaisted, Mayor of Augusta, being chosen Governor over the present incumbent, Bert M. Fernald (Rep.); the Democrats also carry two of the four Congressional districts and both branches of the legislature, and will choose the successor to Senator Hale (Rep.).... George W. Donaghey (Dem.) is reelected Governor of Arkansas, defeating Andrew I. Roland (Rep.); the initiative and referendum amendment is adopted.... The Democrats carry the Arizona election and will write the State's constitution; the issue was the initiative, referendum, and recall, advocated by the Democrats.

September 13.—Six Republican members of the Ballinger-Pinchot investigating committee meet in Chicago and denounce as unlawful the recent action of the Democratic members.... In the Washington primary, Congressman Miles Poindexter, an "Insurgent," wins by 40,000 plurality the Republican nomination for United States Senator to succeed Samuel H. Piles.... Ex-Gov. E. C. Stokes wins the New Jersey Republican primary endorsement for United States Senator.... C. L. Blease (local-optionist) secures the Democratic nomination for Governor of South Carolina in the second primaries.

September 14.—Charles A. Goodwin is nominated for Governor by the Connecticut Republicans.... Gov. John F. Shafroth, of Colorado, is renominated in the Democratic State convention.

September 15.—A letter written by Secretary Norton, made public at Beverly, Mass., states that President Taft henceforth will distribute patronage to regulars and "progressives" alike.... President Woodrow Wilson, of Princeton University, is nominated for Governor by the New Jersey Democrats.... Wyoming Republicans nominate W. E. Mullins for Governor.... James Gray is chosen as the Democratic gubernatorial candidate in Minnesota, in place of John Lind.... Statewide primaries are held for the first time throughout Illinois; Speaker Cannon is renominated for Congress; Congressman Boutell is defeated by an "Insurgent".... Independent Democrats in Tennessee decide to support the Republican candidate for Governor, Capt. B. W. Hooper.... Caleb Powers, three times convicted of complicity in the murder of William Goebel in 1900, and recently pardoned, is nominated for Congress at the Republican primaries in the Eleventh Kentucky District.

September 20. Vivian M. Lewis is nominated for Governor of New Jersey by the Republican State Convention.... William J. Bryan refuses to support the Nebraska Democratic ticket because of the party's stand on the liquor question.... Representative Tawney, of the First Minnesota District, is defeated for renomination in the Republican primaries.

POLITICS AND GOVERNMENT—FOREIGN

August 20.—Dr. José D. Madriz resigns as President of Nicaragua, naming as his successor José Dolores Estrada, a brother of the revolutionary leader.

August 25.—Emperor William of Germany, in a speech at Königsberg, expresses belief in the divine right of the Prussian King.

August 27.—José Dolores Estrada turns over the presidency of the Nicaraguan republic to Gen. Luis Mena, who represents Gen. Juan J. Estrada, leader of the revolution against Madriz.

August 29.—Gen. Juan J. Estrada assumes the presidency of the Nicaraguan republic.

September 1.—The Spanish Government declares the city of Bilbao in a state of siege in order to suppress the rioting of strikers.

September 11.—President Estrada postpones the Nicaraguan elections for a year.

September 14.—The Liberal members of the Panama National Assembly elect Pablo Arosemena as acting President for the unexpired term of the late President Obaldia.

September 15.—The elections for membership in the new parliament of the Union of South Africa results in the choice of 67 Nationalists (native whites), 37 Unionists (British), 4 Laborites, and 13 Independents; Premier Botha suffers defeat in his contest for a seat. . . . President Svinhufvud's address to the reassembled Finnish Diet shows a spirit of resistance to Russian inroads on Finnish autonomy.

September 18.—The Bulgarian cabinet is reorganized, owing to the failure of the Macedonian policy.

INTERNATIONAL RELATIONS

August 24.—Japan communicates to the representatives of the powers the text of the convention with Korea under which she proposes to annex that country.

August 28.—Japan formally annexes Korea, renaming it Cho-Sen; the terms of the annexation treaty are made public at Washington.

August 31.—Turkey grants to American religious, educational, and benevolent institutions exemption from the Ottoman law and permits them to hold land.

September 6.—General Estrada, provisional president of Nicaragua, releases political prisoners and announces that the troops will be paid off and that he desires foreign capital to develop the country's resources.

September 7.—The International Court of Arbitration at The Hague hands down a compromise award in Newfoundland fisheries case.

September 14.—It is announced from President Taft's summer home at Beverly, Mass., that negotiations for reciprocity between Canada and the United States will be begun in October.

September 17.—France demands of Turkey explanations and satisfaction for alleged treaty violations in Tunis and Algiers.

AERONAUTICS

August 29.—Louis Breget, at Lisle, France, takes up five passengers in his aeroplane, carrying a total weight of 921 pounds.

August 31.—Glenn H. Curtiss flies over Lake Erie from Euclid Beach (near Cleveland) to Cedar Point, a distance of 64 miles.

September 1.—Curtiss makes the return trip from Cedar Point to Cleveland.

September 3.—Leon Morane, a French aviator, ascends at Beauville to a height of 8271 feet. . . . M. Bielovucci finishes his air voyage from Paris to Bordeaux, begun on September 1; his actual flying time for the 366 miles was 7 hours and 5 minutes.

September 6.—John B. Moissant, of Chicago, completes his flight from Paris to London with a passenger, begun on August 16.

September 8.—A new altitude record of 8409 feet is made by Chavez, a Peruvian, at Issy-les-Moulineaux, France.

September 12.—In a single flight at the Harvard-Boston meet, Ralph Johnstone (in a Wright biplane) establishes new American records for duration, distance, and accuracy in landing; Claude Grahame-White, using a Bleriot monoplane, makes two round trips, without stop, between the aviation field and Boston Light, flying 33 miles in 34 minutes, 11.5 seconds.

September 14.—At the Bordeaux meeting, Aubrun flies 125 miles in 2 hours and 22 minutes. . . . Count Zeppelin's dirigible balloon No. 6 is destroyed by fire following the explosion of a motor.

OTHER OCCURRENCES OF THE MONTH

August 20.—The English battleship *Orion*, of very heavy gun power, is launched at Portsmouth. . . . Fire destroys a department store in Buenos Aires, with more than \$1,000,000 damage.

August 21.—Wallace and several smaller towns in Idaho are almost completely destroyed by forest fires. . . . The British cruiser *Bedford* is wrecked off Korea, eighteen members of the engine crew losing their lives.

August 28.—The International Socialist Congress begins its sessions at Copenhagen.

August 29.—Many cases of Asiatic cholera, most of them resulting fatally, are reported in Italy and Germany.

September 1.—The Public Service Commission of New York City advertises for bids for a new subway system connecting three of the boroughs and costing \$125,000,000.

September 2.—The strike of 70,000 cloakmakers in New York City, begun in July, is ended by a compromise favoring the employees.

September 4.—A general strike is declared in Barcelona in sympathy with striking coal miners, teamsters, and dock laborers.

September 5.—President Taft delivers an address on conservation before an audience of 12,000 persons at the opening session of the National Conservation Congress in St. Paul.

September 7.—The Pennsylvania Railroad inaugurates its train service under Manhattan Island and the East River to Long Island City.

September 9.—Thirty persons lose their lives by the sinking of a *Père Marquette* car ferry in the middle of Lake Michigan.

September 10.—The German military maneuvers, witnessed by the Kaiser, end with a victory for the theoretical Russian invaders....The English army maneuvers are begun, extending over four countries and involving 70,000 troops.

September 11.—Eleven workmen are killed and seven injured by a cave-in of the old Erie Railroad Tunnel in Jersey City....The Eucharistic Congress in Montreal closes with a parade of 100,000 Catholics.

September 12.—The federal grand jury in Chicago indicts ten of the chief officials of the Swift, Armour, and Morris packing companies.

September 13.—Under the will of Goldwin Smith, \$689,000 is bequeathed unconditionally to Cornell University....Lucius Tuttle resigns as president of the Boston & Maine Railroad; Charles S. Mellen, head of the New Haven system, is elected as acting-president.

September 15.—Many new cases of cholera are reported from Rome, Berlin, Dantzig (Prussia), and Almeria (Spain).

September 16.—Infantile paralysis is reported to be spreading at an alarming rate in Rhode Island, Connecticut, New Jersey, Pennsylvania, and other States.

OBITUARY

August 21.—Dr. Wellborn Calhoun, a well-known Southern physician and oculist, 65.

August 22.—William E. D. Scott, curator of the department of ornithology at Princeton University, 58....Gustavus Moynier, of Switzerland, president of the international committee of the Red Cross, 84.

August 23.—Dr. John Wells Bulkley, one of the physicians who attended President Lincoln after he was shot, 87.

August 24.—Wilkinson Call, formerly United States Senator from Florida, 76....Ex-Judge John Lathrop, of the Massachusetts Supreme Court, 75.

August 25.—Lucius A. Cole, president of the National Lead Company, 62.

August 26.—Prof. William James, of Harvard University, the noted philosopher and psychologist, 68.

August 27.—Dr. Robert Amory, a prominent Boston physician, 68.

August 28.—Isidor Loewe, head of many large manufacturing companies in Germany.Paul Mantegazza, the Italian anthropologist, 79.

August 29.—Seid Mohammed Rakhim Bahadur, Khan of Khiva, 65.

August 30.—Lewis A. Rhoades, professor of Germanic languages and literature in Ohio State University, 50....Albert Vandal, the French Academician and historical writer, 57.

August 31.—Alexander Lockhart Nelson, for more than fifty years professor of mathematics in Washington and Lee University, 83.

September 1.—Prof. Charles Anthony Goessmann, of Massachusetts, a leading authority on agricultural chemistry, 83.

September 2.—Prof. Frederick A. Centh, Jr., of Philadelphia, a noted chemist, 55....Edwin Walker, dean of the Chicago bar, 78.

September 5.—Julian Edwards, composer, 55.

September 6.—Elias Fernandez Albano, acting-President of Chile.

September 7.—William Holman-Hunt, the noted English artist, 83....Dr. Emily Blackwell, for many years head of the New York Infirmary for Women and Children, 84.

September 9.—Lloyd W. Bowers, Solicitor-General of the United States, 51....William C. Oates, formerly Governor of Alabama and a brigadier-general in the Spanish War, 74....Mayor Frank P. O'Brien, of Birmingham, Ala., 60.

September 11.—Emanuel Fremiet, the French sculptor, 85.

September 13.—Prof. William H. Niles of the Massachusetts Institute of Technology, 72....Viscount Arasuke Sone, a prominent Japanese statesman and administrator, 61.

September 16.—Hormuzd Rassam, the Assyriologist, 84.

September 17.—Alexander I. Nelidoff, Russian ambassador to France and president of the second Hague Conference, 74....Miss Susan Hale, a well-known Boston artist and author, 76....J. E. Matzke, professor of Romantic languages at Stanford University, 48.

September 18.—Ex-Congressman James Clark McGrew, of West Virginia, 97....Dr. William G. Daggett, a prominent New Haven physician and lecturer in the Yale Medical School, 50.

September 19.—Most Rev. William Dalrymple MacLagan, formerly Archbishop of York, 84....Myron T. Whitney, at one time a noted bass singer, 74.

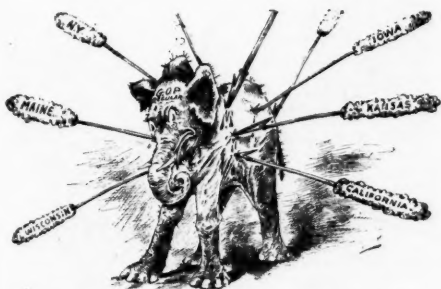
September 20.—Josef Kainz, the well-known German actor, 52.

CARTOON SNAPSHOTS AT THE POLITICAL SITUATION



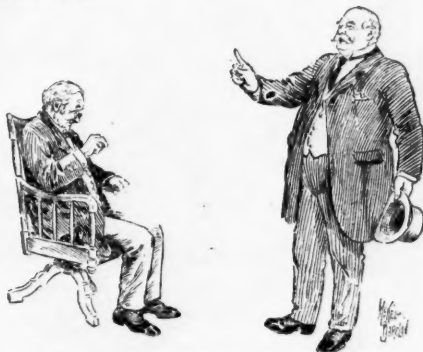
Moos Bayas.

HEAP SCALPS OF BOSSES AND REACTIONARIES AS A RESULT OF THE RECENT PRIMARIES
From the *World* (New York)



THE "REGULAR" ELEPHANT: "I am going to lose my temper in a minute!" (The regular wing of the Republican party slightly peeved by the insurgent victories at the recent primaries.)

From the *Journal* (Detroit)



THE EPIDEMIC AMONG THE OLD LEADERS
STANDPAT POLITICIAN: "Doctor, you will have to find me some good disease to retire on."

From the *Sun* (Baltimore)



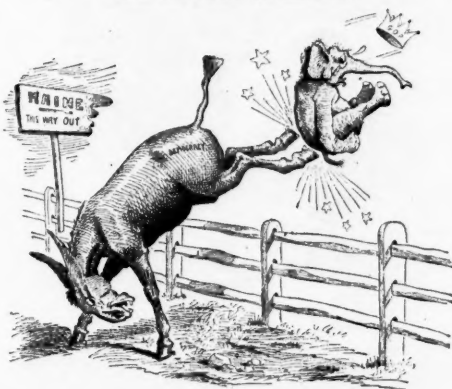
THE RECRUIT
From the Leader (Cleveland)



THE "NEW" NEW ENGLAND WING OF
THE SENATE
From the Constitution (Atlanta)



AFTER THE MAINE ELECTION
From the Journal (Minneapolis)



IN MAINE
From the Evening News (Newark)



"HELL BENT!"
(Various States show an inclination to escape from the control of the Republican machine)
From the Post-Dispatch (St. Louis)

The election in the State of Maine, coming as it does before those of other States, is always regarded as an indicative "straw." This year the result in Maine excited extraordinary interest, for the usual Republican majority was entirely wiped out. Not only was a Democratic Governor elected—the first time in thirty years—but also a Democratic legislature, insuring a Democratic successor to Senator Hale.



FEARFULLY HANDICAPPED
SUNNY JIM: "I'd like to know how I can write any campaign speeches." From the *Tribune* (Chicago)



A GENEROUS DONKEY
(Referring to the nomination of Poindexter at the Washington primaries last month.) From the *Oregonian* (Portland)



THE LADY, NOT THE TIGER
(President Wilson of Princeton University was nominated by the Democrats for Governor of New Jersey.)
From the *Record-Herald* (Chicago)

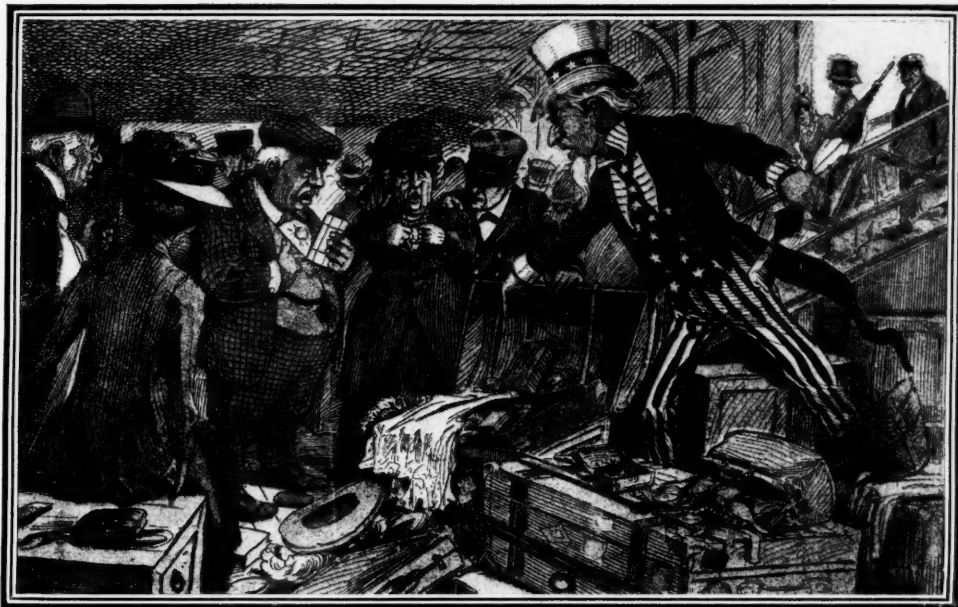


KIDNAPPED
(Referring to rumors of an alliance between Colonel Roosevelt and William R. Hearst against the New York State bosses.)
From the *World* (New York)

Vice-President Sherman has been much cartooned recently on account of his active part in the politics of New York State. The political situations in the various States this fall are unusually interesting. Mr. Poindexter's campaign for the Senatorial nomination in Washington was successful, although there was the usual charge of assistance from the opposite party at the primaries.



BELATED LOVE
(Referring to Secretary Norton's letter stating that the insurgents would hereafter be treated as liberally as the regulars in the distribution of federal patronage.)
From the *Evening News* (Newark)



"PAY UP! YOU'VE BEEN STEALING FROM ME LONG ENOUGH!"

(Uncle Sam makes the smugglers settle in full, to their intense indignation) From the *Saturday Globe* (Utica)



THE CONSERVATION PLAY, AS STAGED AT ST. PAUL
From the *Argus-Leader* (Sioux Falls)



AH!! OH!!

(Capital, allured on the one hand by investment opportunities, and frightened away, on the other hand, by advanced political views) From the *Oregonian* (Portland)

This is also a season of the homeward tide of European travel. The Custom House ordeal for the first time in fifty years has become impartial as well as severe.

The wise and happy woman is that rare one who decides to make a full and honest declaration of her purchases and to give Uncle Sam his due.



WELL, I GUESS, YES!

(Uncle Sam is quite decided on the point of fortifying the Panama Canal) From the *American* (New York)



THE COLONEL IN KANSAS

COLONEL ROOSEVELT: "I am glad to be on the same platform, etc."

From the *Pioneer Press* (St. Paul)

Colonel Roosevelt's trip in the West was one long and enthusiastic ovation. The strenuous "insurgers" of Kansas were especially fervid in their greeting to the Colonel. He sowed the seed of his progressive principles on soil peculiarly adapted to advanced political ideas. The amusing cartoon in the lower right hand corner of the page suggests a Bryan source for these same political doctrines. The Lorimer incident in connection with the dinner of the Hamilton Club in Chicago caused a profound sensation.



THE SOWER

What will the harvest be?
From the *Press* (Philadelphia)



T. R. (TO SENATOR LORIMER)

"Wash your hands before you come in to dinner"
From the *Journal* (Detroit)



TEDDY'S ROUND-UP

From the *Meddler* (Cincinnati)



A PUZZLING LIKENESS

From the *Sun* (Baltimore)



THE GAME OF POLITICS MIGHT BE CLEANER IF THE COACHES COULD GET THESE TWO PLAYERS OUT OF IT
From the *Journal* (Minneapolis)

Colonel Roosevelt, throughout his speechmaking tour in the West, laid especial emphasis on the imperative necessity for eliminating the large business interests from our political affairs. The cartoonist has aptly pictured him as arousing the national conscience, to the intense dislike of the corrupt corporations.



ROUSING THE BABY
From the *Leader* (Cleveland)



SPEAKING OF "MY POLICIES!"
From the *Traveler* (Boston)



HIS CHOICE
"I think it is a little more my business to hunt out of public life a crook who claims to belong to my party than if he claims to belong to another."—Colonel Roosevelt in his speech at Buffalo.
From the *Sun* (Baltimore)

SENATOR BEVERIDGE OF INDIANA

BY LUCIUS B. SWIFT

WHEN Albert J. Beveridge in 1898 proposed himself as a candidate before the Indiana Legislature for the United States Senate, it seemed to a large body of the people the most preposterous proposal ever made. The party machine opposed him. Party leaders without exception smiled at the idea and reform elements as a rule gave him the cold shoulder. But when the election came, he doubled up the opposition and was chosen—honestly chosen. In a brief speech of thanks, he said, "The people only are my masters and to the people I will be true." That was an easy generality and might have been said by any Lorimer.

On the 5th of April, 1910, twelve years later, at the Republican State Convention in Indianapolis, he stood in a hall packed with four thousand people who surrounded him on all sides, leaving him scarcely standing room, and for an hour and three-quarters, in clear-cut sentences, he defined his position. Except frequent applause, a tense stillness prevailed throughout the assembly while he proceeded step by step to explain what he had done and why he had done it. It was a great speech delivered in a great way, and when he had finished every listener felt that he had kept his word—that he had stood for the people.

Living in boyhood on a farm, he became accustomed to hard labor. Possessed with ambition and of intensity of mind, he took the course followed by many farmer boys in the transfer from the farm to other occupations, and that was by way of an education. Within his means, the most practicable school for him was DePauw University at Greencastle, Ind. The best-known specialty of that school was oratory, and while plunging into that to the extent that he finally took first honors in the intercollegiate oratorical contest, yet with the same activity he pursued other studies and obtained in a well-rounded way the education afforded by his college. From the first he was interested in politics, and was an intense Republican partisan. He was not a reformer and to him the tariff was simply "protection"; but at that time, the log-rolling process by which consumers are swindled in making up the schedules was not generally comprehended, the actual

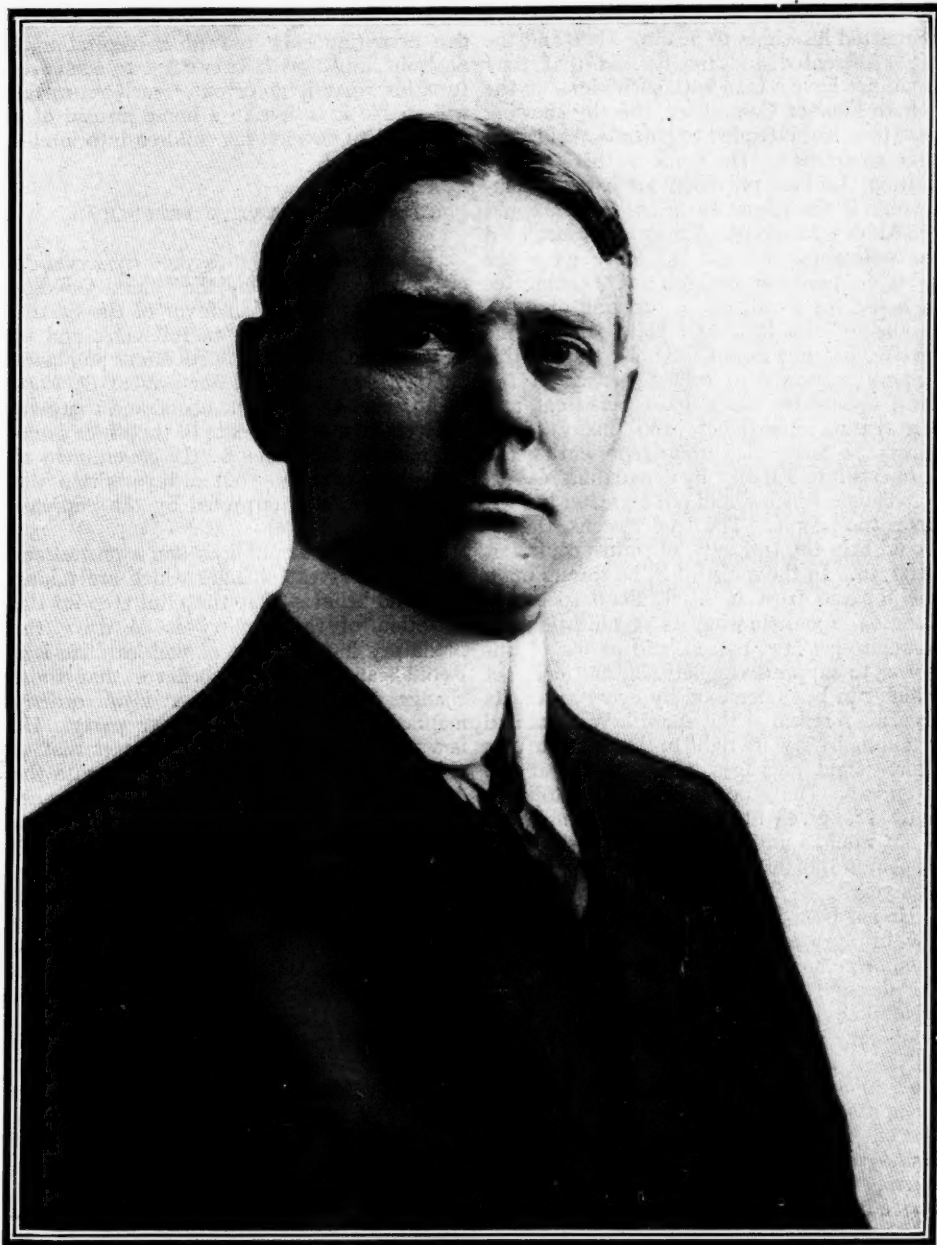
log-rollers excepted. Following the college course came some years of practice as a lawyer in Indianapolis. He avoided the little things at which a lawyer may work, but sought rather a part in larger cases. The number of those was not great, but he showed a surprising ability in grasping the questions which had weight with the court or jury. He was an untiring student of these questions and every scrap of law or precedent bearing upon them was at his tongue's end. His manner of presentation was clear and convincing. He could influence a jury. For instance, in one case where the evidence of guilt seemed convincing, he practically admitted this, but by a brief speech upon the text "The quality of mercy is not strained," he induced the jury to let his client, a young man, go free.

A STUDENT OF PUBLIC QUESTIONS

The real call upon him for responsible treatment of public questions came when he entered the Senate. What first started the development from a narrow Republican partisanship to the broad and catholic views on public questions which he has to-day and for which he fights with the energy of Phil Sheridan can not be definitely stated. It was probably in part through his thorough habit of investigation and his desire to get information at first hand. The Philippine question was a mass of darkness and he traveled to the Philippines to get at the bottom of it. It is true that some of his conclusions were subject to revision. The Japanese-Russian question became prominent and he traveled to Russia and Siberia to investigate for himself. Here again some of the conclusions have not so far proved correct.

ANTAGONIZING "THE INTERESTS"

It is probable that the example of Theodore Roosevelt had an influence upon him. That he had undergone a radical and complete change from the view that the party is the main thing to work for to the view that it is the duty of a man to study public questions on their merits and vote accordingly there is not a shadow of doubt.



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SENATOR ALBERT J. BEVERIDGE OF INDIANA

To cite instances of results, he took up the child labor question which goes to the physical, mental, and moral development of a large class of our population. By a mountain of labor he gathered the facts and delivered a speech in the Senate which is exhaustive of the question and will lead to a remedy—but it did not strengthen him with the coal barons and other employers of child labor. He wrote the meat-inspection bill which brought against him the eternal enmity of the meat trust. In his debate with Bryan,

he first suggested a tariff commission. He submitted his views to Senator Hale and the latter dissented and finally said that they could not have a man with such views on the Senate Finance Committee, thereby showing that they had intended to place Beveridge on that committee. He stuck to his text by writing the best provision for a tariff commission in the Payne Tariff bill that he could get Aldrich to accept. This was emasculated in conference and the act only gave the President power to employ a sort of committee to assist the President in carrying out provisions of the law, and Hale said in the Senate that it was not intended to give this committee power to collect facts. In the tariff debate he was a most persistent and aggravating questioner, and many times threw the Senatorial group representing the Interests into a frenzy by demanding reasons for changes which would put a greater burden upon the people. The true reasons, that it would help the Interests, of course could not be given. In the midst of it, he sprang upon the tobacco trust in his brilliant speech of June 24, 1909, showing its organization, its power to get laws passed, and its use of this power to suppress competition, and one fact which can be understood by every voter, its securing a repeal of the Spanish War tax and retaining by law its right to sell Spanish War short-weight packages, which it did at the old prices. The annual profits of the tobacco trust are given at over thirty-six millions. What would a million amount to to this trust if spent in Indiana to defeat Senator Beveridge this year?

He has been fair toward labor. He wrote the bill providing for the Department of Commerce and Labor. He steadily supports the demand of labor for safety appliances. He opposes issuing temporary injunctions and temporary restraining orders without notice. He is a supporter of the eight-hour day. He is in favor of the Government Employees' Compensation bill. He earnestly supported the bill limiting hours of service of railroad employees. He has assisted labor in conquering for itself in this country a position above its position in any other country. He

believes it is no longer merely a beast of burden accepting such reward as capital may deal out, and that it is entitled to a fair return for what it gives out,—such return as will enable it to live in a home instead of a slum and to develop his children into intelligent manhood.

A REPRESENTATIVE REPUBLICAN

He has from the first favored conservation of its own resources by the federal Government. He has been in favor of the States' exercising their powers in full vigor and to the full extent of their constitutions and laws. But he recognizes that our present development wears seven-league boots, and that new subjects arise which relate to the whole country must be controlled by the government of the whole country,—but always within the Constitution as interpreted by the Supreme Court.

He is both a Republican and a protectionist. In the great changes which are taking place, he believes that the vital step for the salvation of the country is to drive the predatory interests out of politics. He is a Republican because he believes that those changes can be accomplished in an orderly manner only by the Republican party. He is a protectionist because he believes that to abandon protection would be to expose the American workingman to disastrous competition with cheaper labor abroad. His measure of protection is the difference in the cost of production between this and foreign countries to be ascertained by a genuine tariff commission.

He is not popular among certain leaders in Indiana who failed to comprehend the needs of the people and stand for them, or who are agents of the Interests, and have thereby lost their leadership; but he is very popular with the people. His election is opposed by Wall Street and by the Interests, and they have the ability to furnish money for all the corruption which can be accomplished. Senator Beveridge's defeat in the coming election would be a grave misfortune and one which is not likely to happen.



A NEW TRANSPORTATION ERA FOR NEW YORK

BY LOUIS E. VAN NORMAN

HISTORICALLY, New York's transportation problem has always been conditioned by the fact that Manhattan is a long, narrow island. The system of transit in the American metropolis does not radiate, spoke-like, from a center to the outlying districts. On the contrary, it of necessity runs from one end to the other, north and south, in spinal-column fashion. A large, if not the largest portion of the suburban traffic has always entered and left laterally by means of ferries or bridges over two wide rivers. Up to within the past two or three years, when the great docks of the transatlantic steamship companies began to creep uptown, almost all the over-sea traffic also reached New York near the lower end of the "spine." Consequently there have always been in New York crowds, often unmanageable, indecently dense crowds, going in the same direction at the same time.

No one, apparently, not even the most farsighted and public-spirited citizens, realized that this uncomfortable, even perilous state of affairs could be changed. Least of all the railroads.

Up to ten years ago the main object of the trunk railroads and the steamship lines entering New York had been to get their passengers to the terminal points. There the human freight was dumped or herded in ferryboats running on more or less uncertain schedules, to be turned out later on the extreme east or west sides of the city. From these points, after no end of discomfort and delay, the passengers would finally reach such cumbersome means of transportation as was offered them. This was, as often as not, a leisurely horse car.

This lack of system also characterized transit in the city and its suburbs. There was little, if any, thought of the convenience of the travelers and scarcely any notion whatsoever of making connection with any other transit line.

Gradually there began to dawn upon the minds of a few men of larger civic outlook—some city officials, a very few men interested in transportation matters, and a small group of public-spirited merchants—the idea that the problem of passenger transportation in

New York should be viewed as a whole. These citizens began to see dimly that the solution of this problem must be based on the topography of the island city, and must have proper regard for the laws regulating the growth of urban population as shown by the history of New York itself and the experience of other great cities of the world. There is a new, coherent conception of the transportation problem. Since the tunnels under the Hudson and East Rivers, together with the bridges that span the latter stream, have been in use, Manhattan is no longer an island. They have made possible the beginnings of a system radiating from a common point or a common section.

REVOLUTION WORKED BY ELECTRICITY

The marvelous development of electricity as a motive power has rendered travel through tunnels no longer a danger and a discomfort. It has also afforded an opportunity for the "tying-up" together into one general system of the urban, interurban, and trunk railroad lines and bridges, either by standardizing the equipment throughout or by making traffic almost continuous through quick and easy transfers.

The perfection of the electric motor has wrought a veritable revolution in transportation. It has fixed the large lines of transit in New York City for an indefinite future. The gradual abolition of ferries is now inevitable. They will be replaced by tunnels until, in the not far distant future, no large, progressive city will permit any heavy traffic to enter its limits at or above grade. Furthermore, the sinking of tracks below the surface of the streets has determined the character of terminals and released much valuable land for commercial purposes. Underground electric traction has already demonstrated its superiority to surface or overhead travel in point of speed, ease, sightliness, and, in the long run, economy.

The varied uses of electricity have, moreover, changed the general character of railroad terminal buildings. With no smoke and gas to contend with, the railroad station of the future

will not be a large, barn-like structure. It will resemble more a series of clean, comfortable corridors. Electricity also vastly improves the efficiency of signals and makes possible the introduction of a multitude of devices for the comfort of passengers. All these advantages may be seen exemplified in the new Pennsylvania terminal. They are expressly provided for in the Grand Central station that is now under way.

THE NEW PENNSYLVANIA TERMINAL

The present year has seen the beginnings of a series of changes that will eventually revolutionize the transportation system of the greater city. The most significant and far-reaching of these was accomplished early last month, when the Pennsylvania Railroad inaugurated its local Long Island traffic over the Long Island Railroad by tunnel under the East River from its splendid new terminal, just completed, on Thirty-second Street and Seventh Avenue, Manhattan. A few weeks later traffic was to be in operation through its Hudson River tunnels.

The idea of tunneling the Hudson and East Rivers for an entrance into New York City has been the long-cherished dream of the Pennsylvania railroad system. Even before the Hudson Tunnel scheme, now in operation, was first started (in 1874), the Pennsylvania people discussed the desirability of getting rid of the ferry system and entering the heart of Manhattan without change. Their rival, the New York Central, has done this from the beginning. The improvement in the methods of tunnel construction and the development of electric power a decade ago demonstrated the possibility of a sub-river connection with Manhattan. At that time the Long Island Railroad was acquired by the Pennsylvania and it became desirable, if not necessary, to bring about some physical connection between the two lines.

The New York Tunnel extension of the Pennsylvania Railroad, as it is technically called, enables Pennsylvania Railroad passengers, with merely a change of train from the same platform, to come from the North, West, and South into Manhattan and out to the extreme Eastern point of Long Island. The New York Connecting Railroad, a joint project of the Pennsylvania and New Haven systems, will complete the physical connection between the New England lines and the West. This gives an all-rail line between the South and West on the one hand, and New England and the East on the other, as well as furnishing parts

of Brooklyn and Queens Boroughs in Greater New York, and the immediate adjacent regions, with direct railroad connections to and from New England and the Southern and Western States. The scheme is a comprehensive one, involving an expenditure of \$160,000,000.

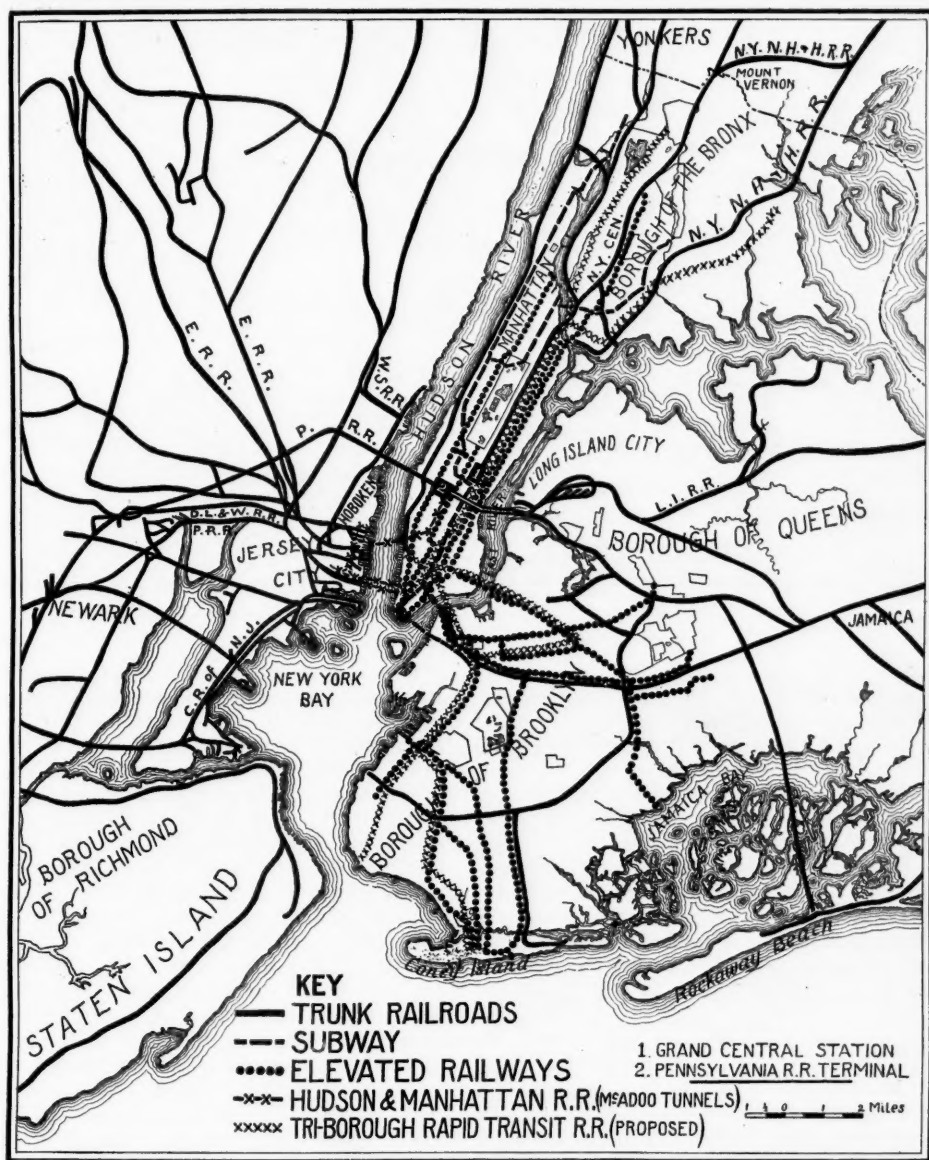
The tunnel extension proper begins at Harrison, N. J., a short distance east of the city of Newark. At this point steam locomotives are exchanged for electric motors at a series of long platforms known as the Harrison Interchange. The electric line branches off northward from the present steam line and comes into the magnificent new terminal in Manhattan through a tunnel under the Hudson. At the terminal passengers bound for points further east, either in New England or on Long Island, will be transferred, at the platform of entrance, to Long Island trains, which will take them through a tunnel under the East River. Pennsylvania trains will not make the continuous trip, since the railroad is not permitted to do a local business between Manhattan and Long Island City. The long, heavy trains will leave the New York terminal empty and proceed under Manhattan and the East River to the Sunnyside Yards, near Long Island City. At this point they will be taken around a loop, cleaned and sent back to the New York terminal.

Passengers bound for points in lower Manhattan can leave the Pennsylvania train at the Harrison Interchange and transfer, without extra charge, to a Hudson Tunnel train for the Hudson & Manhattan terminal station at Cortlandt Street. When the Hudson Tunnel system is completed the passenger can take an uptown Hudson Tunnel train and make direct connection at the Grand Central Station with the New York Central and the New Haven Railroads.

The New York Connecting Railroad, not yet constructed, but to be completed in the near future, will consist of twelve miles of double track from the Sunnyside Yard of the Long Island Railroad, in Long Island City, to the New Haven line at Port Morris in the Bronx, crossing the East River by what is known as the Hell Gate Bridge over Ward's and Randall's Islands. It will be used for fast freight and passenger service.

THE LARGEST RAILROAD STATION IN THE WORLD

The new Pennsylvania terminal station in Manhattan, which is the largest structure of its kind in the world, embodies the highest development of the art of transportation. It covers



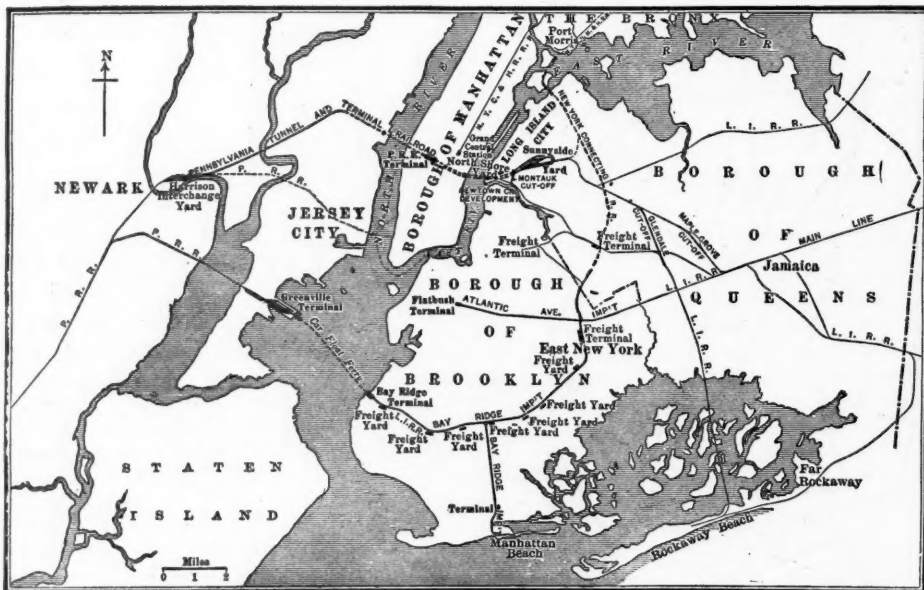
THE TRANSIT SITUATION IN AND AROUND GREATER NEW YORK

(This map was prepared from data supplied by the Public Service Commission in New York City and verified by that body)

eight acres—the space bounded by Seventh and Eighth Avenues and Thirty-first and Thirty-third Streets. This fine granite building of beautifully correct architectural proportions, which looks less like a railroad station than an exchange or a public library, has every practical convenience known to the railroad world

and many new mechanical inventions for the benefit of the traveler.

The most impressive fact about the physical features of the building is probably the sharp division of incoming and outgoing traffic, so that there shall be no conflict,—in fact, no meeting. The disposal of baggage by subways



THE PENNSYLVANIA RAILROAD NEW YORK TUNNEL EXTENSION AND CONNECTIONS
(Showing the New York Connecting Railroad soon to be finished)

and tunnels is one of its excellent features. The trunks and bags remain out of sight of the passenger from the time of being checked until they reach their destination.

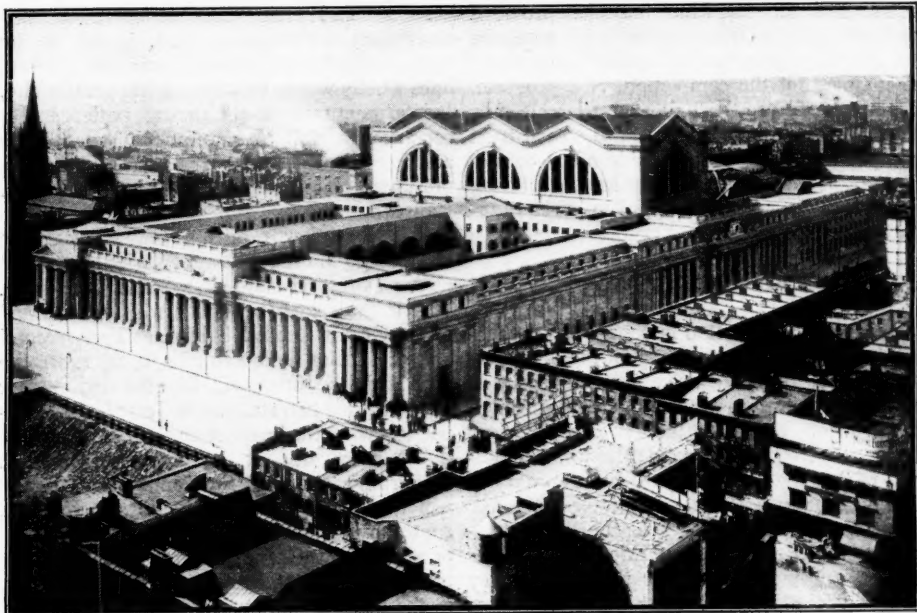
The general design of the architects was to express, in so far as was practical with the unusual condition of tracks below the street surface and the absence of the conventional train-shed, not only the exterior design of a great railway station in a generally accepted form, but also to give to the building the character of a monumental gateway and entrance to a great metropolis.

OTHER TERMINAL IMPROVEMENTS

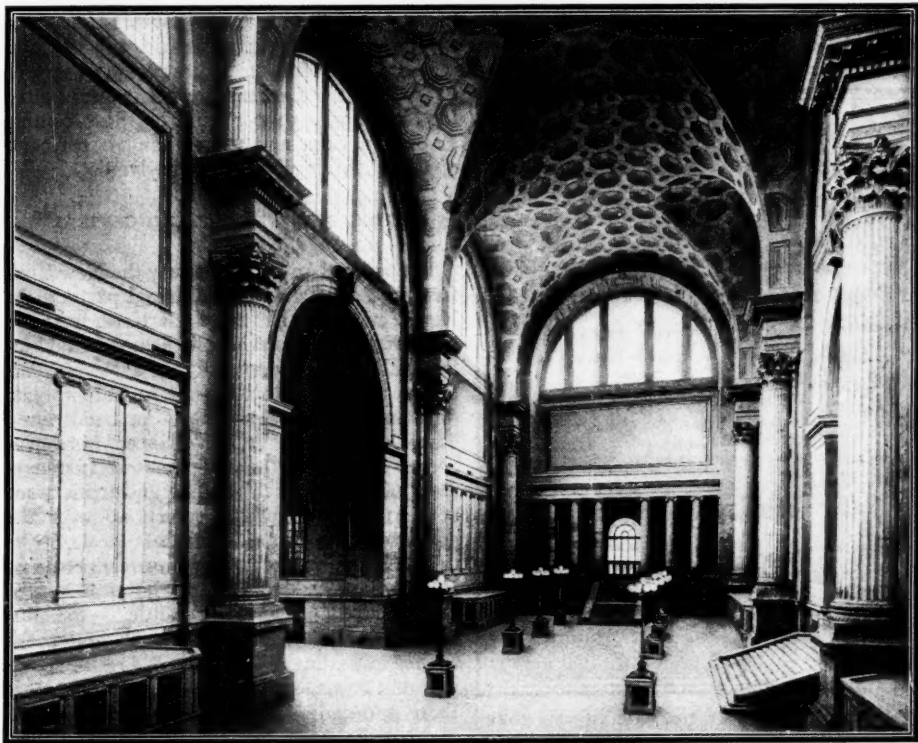
Most of the other trunk railroads coming from the West have comprehensive plans for improving their terminal facilities, several of them already under way. It is currently reported in railroad circles, although the report cannot at this writing be confirmed, that the trio of railroads connected by ferry with Liberty and Twenty-third Streets (the Central of New Jersey, the Philadelphia & Reading, and the Baltimore & Ohio) which now are the only ones having no entrance to the Hudson Tube system, will take over, by lease, the old Pennsylvania terminal in Jersey City, soon after the latter has begun using its new station in Manhattan. It is also reported, as an alter-

native, that this group will have some future connection with an extension of the Hudson Tubes that the future may see running southward to Staten Island. The Lackawanna has under construction a "cut-off" from Lake Hopatcong, N. J., to Slateford, Pa., near the famous Delaware Water Gap, which will reduce the distance between New York City and Buffalo by from twelve to fifteen miles. This undertaking, involving some difficult engineering, is now well under way.

To the Erie belongs the credit of putting into operation the first of the great engineering works recently designed for the improvement of passenger facilities on the trunk lines entering New York. The Erie has in contemplation and under way a number of "cut-offs," in New Jersey and New York, for the benefit of its freight service. The open cut through Jersey City Heights, however, through which train service was begun in the middle of June was designed solely for the benefit of its passenger service. The old Erie tunnel, about a mile long through the Bergen Hill, had been known for forty years as one of the most uncomfortable of the shorter tunnels on the steam railroads in the United States. The new cut, about a mile in length, gives the railroad an open-air line from all the sections within the commuting zone to New York. The old tunnel will hereafter be used almost exclusively by freight



THE IMPOSING FRONT ENTRANCE TO THE NEW PENNSYLVANIA TERMINAL STATION IN NEW YORK

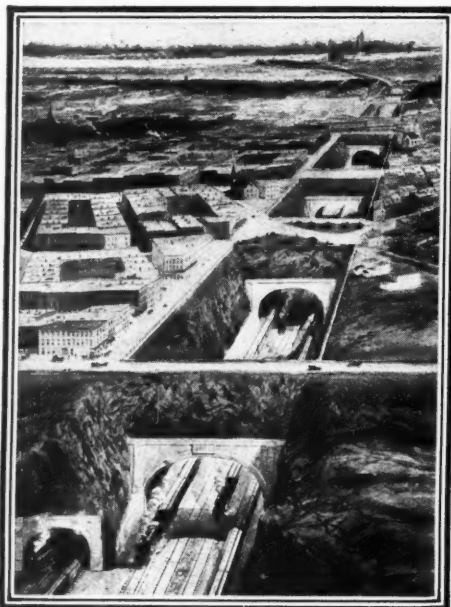


THE SPACIOUS PENNSYLVANIA WAITING ROOM

trains. The new cut, which is already provided with conduits, ducts, and other equipment for the use of trains propelled by electricity, is the beginning, not the completion, of a program. In the near future the Erie expects to electrify its commuters' lines. It plans, also, to construct two tunnels of its own, capable of accommodating standard equipment, under the Hudson River to the Hudson Terminal in lower Manhattan.

THE HUDSON TUBES

A very important step in connecting the terminals of the trunk railroads on the New Jersey side of the Hudson was made early in 1908, when traffic was inaugurated through the Hudson Tubes by the Hudson & Manhattan Railroad Company. The uptown tunnels of this system were opened in February of that year, and a few months later the lower tubes were ready for service. This linked together the Pennsylvania, Erie, and Lackawanna railroad stations on the New Jersey side and the Hudson Terminal Building at Cortlandt Street, downtown, and Twenty-third Street and Sixth Avenue on the upper end. An extended description of this system and its history was given in this REVIEW for April, 1908.



THE NEW ENTRANCE OF THE ERIE TO NEW YORK
(Showing the recently completed open cut through Bergen Hill)

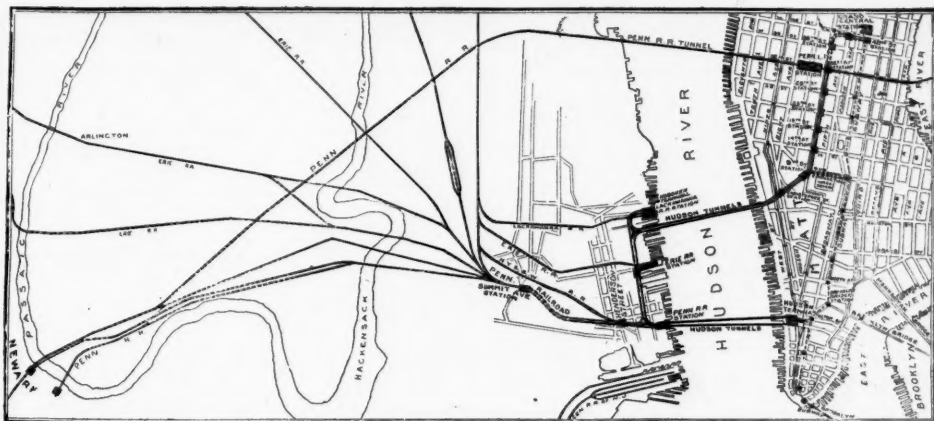
After nearly two years of operation, this enterprise, not yet completed, is one of the most successful and smoothly running railroad lines wholly within or entering the greater city. It is a monument to the daring, patience, and constructive skill of a number of men, chief among whom is Mr. William G. McAdoo, president of the Hudson & Manhattan Railroad.

On November 1 of the present year the Hudson & Manhattan system will be opened as far as Thirty-third Street and Broadway. Within the next two years it will be extended to the Grand Central Station at Forty-second Street. On or before August 1, 1911, we are promised, the lines will be extended further westward for two stations in Jersey City, connecting with the present main-line tracks of the Pennsylvania Railroad at Bergen Hill. By arrangement with the Pennsylvania, which will then have electrified its lines to Newark, continuous electric passenger service will be possible from Grand Central Station or the Hudson Terminal Building as far as a station in the heart of the business center of Newark. In the near future the connections between the Hudson Tubes and the existing and projected subways, the cross lines on Fulton and Ninth Streets, and the north and south branches on the lower and upper west side, will be completed. The Hudson Tubes already carry 50 per cent. of the Lackawanna passengers bound for New York, 50 per cent. of those coming in on the Erie, and more than 70 per cent. of those arriving by the Pennsylvania.

MAKING OVER THE "GRAND CENTRAL"

For more than half a century the New York Central Railroad and its terminal partner, the New York, New Haven & Hartford, were the only trunk lines entering the heart of Manhattan without the intervention of a ferry. This unique position made their terminal problem different from those of the other trunk lines. The Central and the New Haven were concerned solely with the equipment and arrangement of the terminal building and track space at Forty-second Street, known all over the country as the Grand Central.

The congestion caused by the ever-increasing number of passengers to be transported through the "neck of the bottle,"—the four tracks running through the north and south tunnel extending from Sixtieth to One Hundredth Streets,—became so great that more than a decade ago the New York Central management realized that an entirely new terminal scheme would have to be adopted.



THE HUDSON TUBES AND THEIR CONNECTION WITH THE PENNSYLVANIA SYSTEM

During the year before its demolition 21,000,000 passengers passed to and fro through the old Grand Central Station. The terminal now planned and its equipment, which will be much larger than any other in the world, will make possible the handling of five times as many, or more than the entire present population of the United States.

At midnight on June 5 the last train to depart from the old Grand Central Station started on its way to Boston and workmen began to tear down the old building, since 1871 the most famous railway terminal in the United States.

The main differences between the new terminal and the old will be a wider spread of tracks at the station, on two levels instead of one, and a group of three magnificent buildings for station purposes proper and the housing of the business departments of the railroad.

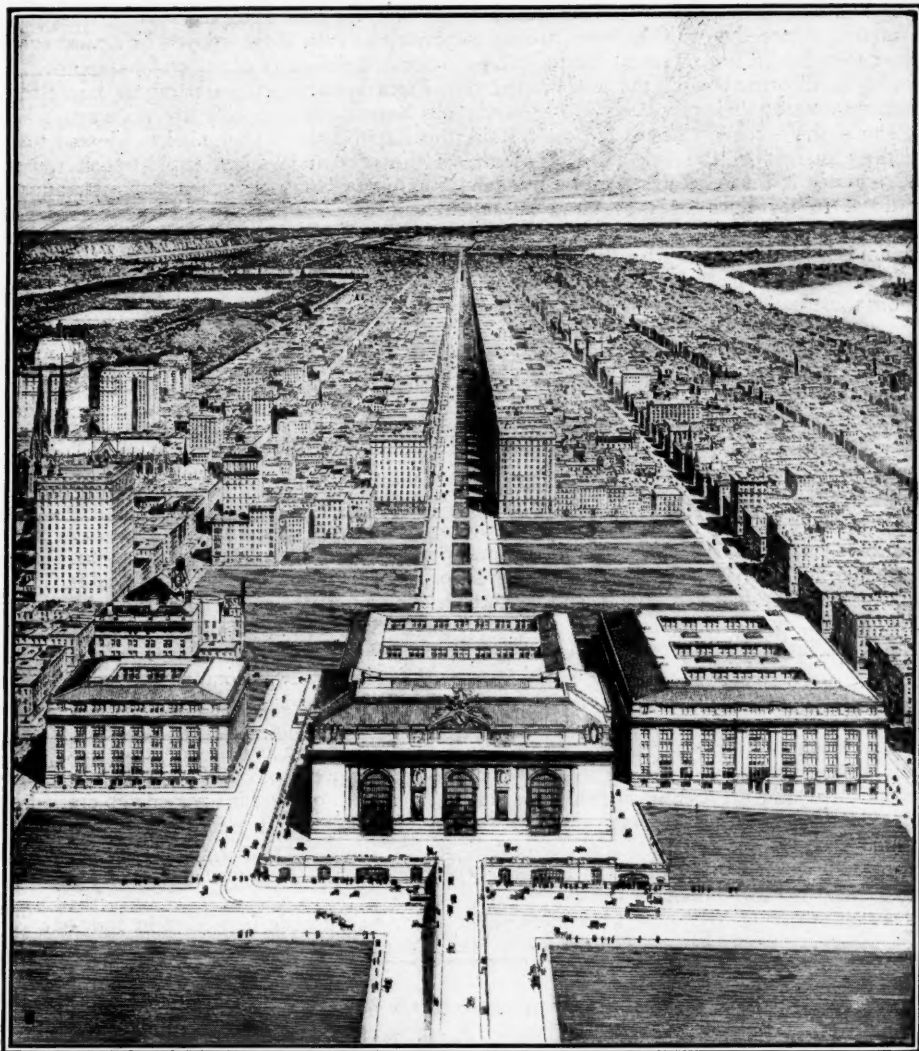
The scheme, however, contemplates a vast series of improvements, including the restoration of twelve cross streets to public traffic, the changing of level of two avenues, and the erection on the surface space made available by the sinking of the tracks of a dozen or more public buildings and other structures of popular resort. Although it will be another year and a half before the scheme is complete, the railroad company has already received application for the rental of their reclaimed surface space upon which to erect a number of public buildings, including a new opera house, an art gallery, several hotels, a Y. M. C. A. building, and a number of department stores and apartment houses. These changes, which will cost approximately \$180,000,000, are expected to radically alter the character of the surrounding streets and avenues.

For several years all the metropolitan traffic on the Central and New Haven lines has entered New York City under electric power. On the Hudson River division the electric zone extends to Yonkers, on the Harlem division to White Plains, and on the main line of the New Haven to Stamford, Conn.

Slowly, but with praiseworthy steadiness, the work of enlarging the track space between the tunnel entrance and the station itself has been pushed to completion. There are still only four tracks through the tunnel, but from the southern entrance these four tracks, on one level, spread out horizontally and perpendicularly to sixty-seven tracks on two levels. This arrangement doubles the utility of the four tracks.

The new terminal building itself will have four levels. The passenger gallery on the grade of Forty-second Street will be the top one. The concourse of arrival and departure will be the next lower. This will contain forty-two tracks that will handle the through trains and will connect directly with the Interborough subway lines. On the level below will be twenty-five tracks for suburban traffic, connecting with the Hudson Tunnel trains. Underneath all these, running east and west under Forty-third and Forty-fifth Streets, will be subways for handling the baggage. At this lowest level, also, there will be an entrance to the Steinway tunnel under the East River.

The main features of the new Grand Central terminal will be the station buildings themselves. There will be three magnificent structures. In the outgoing station, the principal one of the group, there will be two great waiting-rooms, one for the suburban traffic and the other for through, long-distance passengers.



A BIRD'S-EYE VIEW OF THE NEW TERMINAL OF THE NEW YORK CENTRAL

(As it will appear two years from now)

the Willis Avenue station of the New Haven Railroad, on the Harlem River.

This is to be essentially a commuters' railroad. It is the first in the United States to be constructed for operation from the beginning by electric power. It is also the first to be built solely for the purpose of providing suburban rather than through traffic facilities, and for carrying passengers rather than freight. Its trains will bring the business man whose residence is thirty-five miles from the City Hall to his place of business within an hour. This,

in the words of the railroad man, is a better first-hour record from the City Hall than that made by any other line out of New York.

The trip from White Plains and Portchester to lower Manhattan will be almost continuous. A quick transfer will be made at the Willis Avenue terminal to the Second or Third Avenue elevated lines. Trains running on fifteen minutes' or less headway, moreover, will do away with the necessity for consulting time tables. There are no grade crossings, the tracks being laid either on a concrete viaduct or in a cut open

except for a few hundred feet near the southern terminus. Since the wait between trains is never to exceed a few minutes, waiting-rooms are to be dispensed with, the long sheltered platforms taking their place.

The New York, Westchester & Boston Railroad—a merger of the original New York, Westchester & Boston Railway and a number of local trolley lines—was acquired by the New Haven in 1907. Although New Haven capital is behind the enterprise, the new road is to be separately managed. The line at present under construction consists of the two branches, one starting from Portchester and one from White Plains, coming together near the city of New Rochelle and terminating at Willis Avenue on the Harlem River in the Borough of the Bronx. At White Plains the company will later construct the Westchester & Northern Railroad, connecting with its commuting line and extending in a northwesterly direction to Pound Ridge, where it will divide into two branches, one extending to Brewster, N. Y., and the other to Danbury, Conn. This line will tap northern Westchester County and western Connecticut, where there are now no rapid-transit facilities whatsoever.

REAL RAPID TRANSIT IN SIGHT

The history of "rapid transit" within the city of New York is a long, wearisome story of complicated and apparently interminable disagreements between private financial interests, rapid transit boards, and municipal authorities. For nearly a generation this was a game of stock-jugglers and financial pirates, whose depredations kept the American metropolis

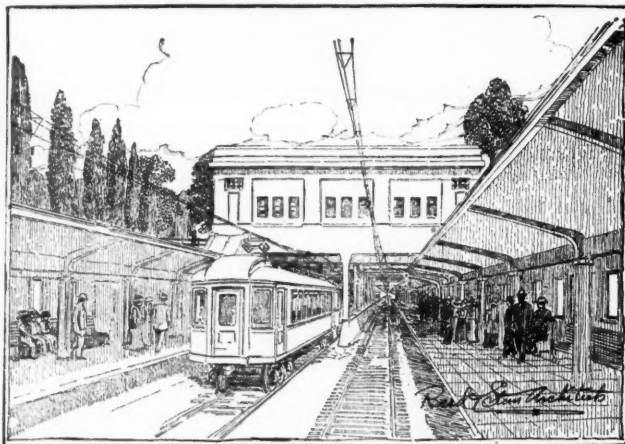
from having local transportation facilities comparable to even those enjoyed by almost every other American city of 50,000 inhabitants.

From its transportation paralysis the metropolis began to emerge only five years ago, when the Rapid Transit Commission adopted most of the present legalized rapid-transit routes. A number of lines were then determined upon. When, two years later, the entire supervision of traction matters within the greater city was put under the jurisdiction of the newly established Public Service Commission, a new era began in metropolitan transportation.

The commission, vested as it is with all the powers of the former State Board of Railroad Commissioners, as well as those of the defunct Rapid Transit Commission, now has undivided supervision over all the railroad and street-railway corporations in the four counties comprising the metropolitan area. Its work is along two principal lines. It endeavors to improve or to compel private existing enterprises to improve present conditions. It also aims to engage private capital to construct additional facilities, lending municipal aid as far as the debt limit of the city will permit. An idea of the extent of its work may be seen from a few figures.

The street-railway companies over which the commission holds supervisory power have a combined nominal capital of \$700,000,000. They operate 1636 miles of track and carry annually 1,360,000,000 of passengers, which is 18 per cent. of the fare passengers carried by all the street and electric railways of the United States, and 50 per cent. more than are carried by all the steam roads of the entire country.

The half-decade beginning in 1905 saw the completion of the "Subway," with its twenty-five miles of road, owned by the city but operated by the Interborough Rapid Transit Company. On this line a person can travel for a five-cent fare either from Brooklyn Bridge or Van Cortlandt or Bronx Parks, through Manhattan and Bronx Boroughs, southward to the Battery in Manhattan, or southward and eastward under the East River to Brooklyn, making connection there with the Long Island Railroad. The same period of five years saw the beginning and partial completion of the Hudson Tunnel system, which

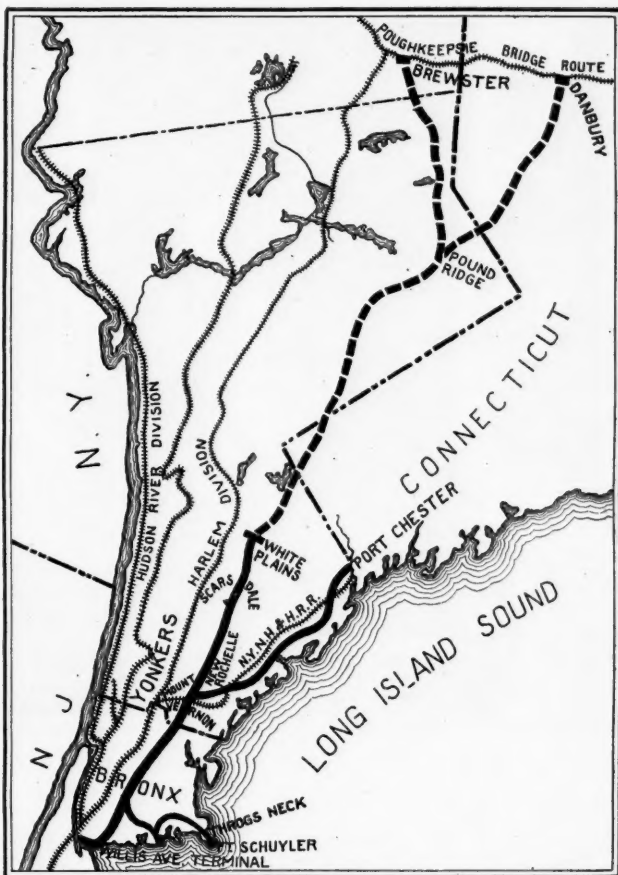


A STATION ON THE NEW YORK, WESTCHESTER & BOSTON RAILROAD

has already brought New Jersey to within three minutes of the New York City Hall. The construction of several bridges across the East River also properly belongs to this period, the Manhattan, Williamsburg, and Queensborough spans, and also the improvement in type and construction of the railroad ferryboats, particularly those plying across the Hudson. Bridges and tunnels have all but made the ferry obsolete. Several ferry lines have suspended operations because of financial difficulties. Indeed, the present tendency in ferries is apparently toward municipal control. One line—that from the Battery, Manhattan, to Staten Island (Borough of Richmond)—has been operated successfully by the city for three years.

A number of other rapid-transit routes, chiefly subways, were laid out at this time (1905). The history of all these has been marked by legal and financial tangles over the question of private or municipal construction and control. Private capital has been reluctant to undertake such work without guaranties which the city was not willing to give, and the municipality itself has been uncertain as to the extent of its right to borrow. It is sufficient for the purpose of this article to state that at this writing (September 10) the Public Service Commission has arrived at the point where it is legally empowered to open bids for the construction, by private or municipal capital, of an entirely new subway system.

The commission is now supervising the construction of the loop subway, designed to connect the Williamsburg, Manhattan, and Brooklyn bridges over the East River on both the Manhattan and Brooklyn sides. On the Manhattan side the tunnel is ready for the operation of trains. It has also authorized the construction—now well under way—of the Fourth Avenue subway, wholly in Brooklyn, extending from the New Manhattan Bridge as far as Forty-third Street, with further exten-

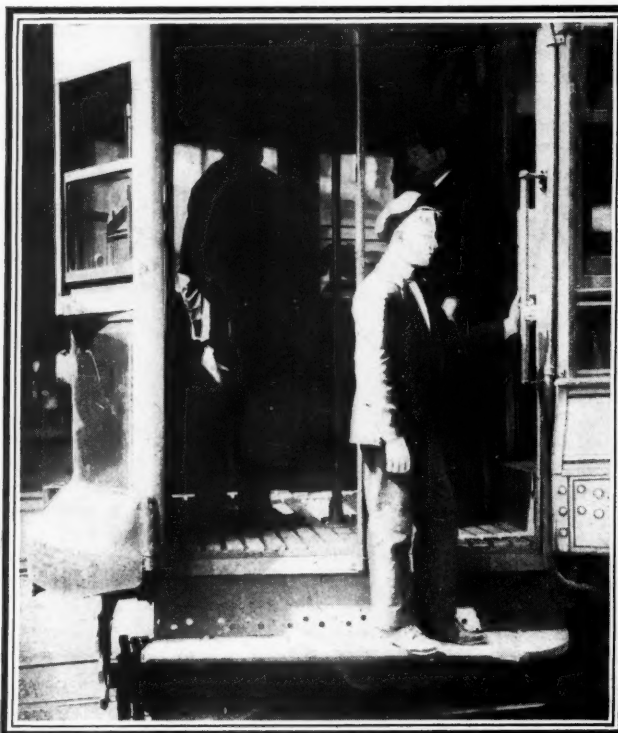


HOW WESTCHESTER COUNTY WILL SOON BE SERVED
BY A NEW RAILROAD

(The New York, Westchester & Boston Railroad with its northern extension, the Westchester & Northern. See preceding page)

sions planned for Fort Hamilton and, later, to Coney Island.

The new system, which the commission intends to push to an early completion, regardless of the attitude of existing private lines or interests, includes the Broadway-Lexington line, a subway in Manhattan, under the avenues named, from the Battery to the Harlem River, and through the Bronx in two branches, one terminating at Pelham Bay Park and the other at Woodlawn Cemetery; a new cross-town subway through Canal Street in lower Manhattan, from river to river, the Brooklyn portion of the "loop," and the two branches of the Fourth Avenue subway already mentioned, to Fourth Avenue and Coney Island. After these two steps have been taken, the commission contemplates constructing a subway on



A "PAY-AS-YOU-ENTER" CAR IN NEW YORK

(Now regarded as the best type)

the lower West Side of Manhattan, connecting the Hudson and Pennsylvania terminals and also traverse lines from river to river on Fifty-ninth and other uptown streets. The necessity for these last-named subways is bound to become increasingly evident after the Pennsylvania has begun to bring its multitudes into Manhattan into an already congested section.

Richmond is as yet the only borough which has no modern system of transportation. It cannot be said to be served at all by the municipal ferry, and the steam and trolley lines that now cross it. There are various projects for connecting this borough with the rest of the city. Rapid-transit tunnels are the favorite. One is planned to extend under the Narrows, to connect with the Fort Hamilton extension of the Fourth Avenue subway. Another scheme provides for the southward prolongation of the Hudson Tube system from Jersey City through the Communipaw section, to Staten Island by a tunnel under Kill van Kull.

A great deal has been done for the comfort

and safety of passengers in the metropolitan area and in the direction of increasing speed and relieving congestion by improvements in equipment. Some of these have been introduced by the railroads themselves, others are due to the watchful care and energy of the Public Service Commission. It is only during very recent years, since the use of electric motive power became general, that elevated, subway, and even surface cars have attained their present weight and length. The size, steadiness, and material of construction (steel in place of wood) have added to the safety of the passengers, and these, with the lengthened platforms on elevated and subway lines, have been instrumental in relieving congestion. On the surface, lines the introduction of the "pay-as-you-enter" car, such as is now used on the Third Avenue surface line in Manhattan, has been made compulsory by the Public Service Commission.

These cars are "convertible,"—that is, they may be changed from summer to winter form. They have no running-board, and are equipped with fenders, wheel-guards, and air-brakes. The steel cars in the subways now have side as well as end doors and air-brakes, and are operated with pneumatic starting signals. The idea of the Public Service Commission is that in all new subways and tunnels, the dimensions should be such as to permit of the use of standard railway equipment. This looks forward to the time when trains will come from New Jersey and Westchester County and make trips without a break through the tunnels. The commission's idea, further, is to "tie in" all bridges as part of the railway system. The old Brooklyn idea of bringing passengers only to the bridge on the New York side and leaving them there is to be superseded by a metropolitan conception of transit without change all over the greater city through tunnels, on the surface, and over the bridges. "To the heart of Manhattan with a minimum of change," is the motto.

MILWAUKEE'S SOCIALIST GOVERNMENT

BY GEORGE ALLAN ENGLAND

FOR the first time in our history a Socialist administration to-day finds itself completely controlling a city of metropolitan size. Brockton and Haverhill, both of which at one time elected Socialist mayors, left them unsupported in the city councils, and doomed them therefore to defeat. In Milwaukee, on the contrary, the government is practically a unit, elected on a straight Socialist platform. It has a free hand. Its failure or its success will, in consequence, be watched with keen interest by all to whom the problems of municipal welfare are important.

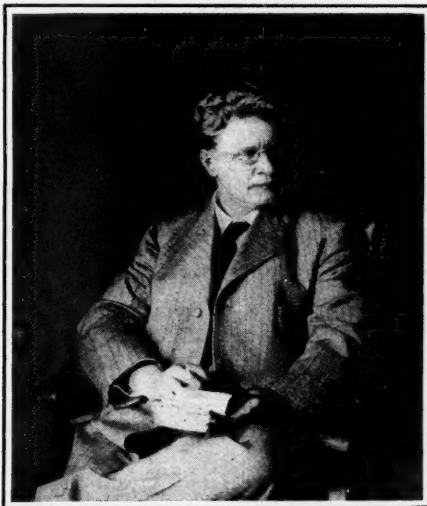
When the news flashed over the wires last April that Emil Seidel, a pattern-maker, had been elected Mayor of Milwaukee on the Socialist ticket, with the largest plurality ever given in the city, and that in addition he had carried with him nearly the entire municipal government, America paused for a long moment to wonder. Some papers scoffed; others intimidated or openly expressed their hope that the new administration should fail—lest through success it should induce other cities to imitation; and some predicted anarchy and bloodshed. As a whole, however, the press adopted a reasonable skepticism. "Let us wait, before passing judgment," seemed the general verdict. "Let us give this new idea a hearing. Perhaps, after all, it can make good." And so the country has been waiting.

This attitude has perhaps been partly due to the sweeping nature of the overturn. The Socialist victory possessed nothing of half-heartedness. Springing from popular discontent with the open corruption of Milwaukee's

previous administrations, as well as with many features of the present system, and symptomatic of the drift away from old-party politics, it was overwhelming.

As will be remembered, Seidel's vote ran more than 7000 in excess of Schoenecker's (Dem.), and over 15,000 above Beffel's (Rep.). With Seidel there were swept into office 16 Aldermen out of a possible 23, including 7

Aldermen-at-Large, 2 Civil Judges, 11 Supervisors out of 16, the City Treasurer, Attorney, Comptroller, and a majority on the Board of County Supervisors. The Council, formerly composed of 19 Democrats, 10 Socialists, and 6 Republicans, now stands thus: 21 Socialists, 10 Democrats, and 4 Republicans. In addition, the new administration has had the appointing of several important officials. For two years at least, Socialists—workingmen—will dictate the policies of a city of close to 375,000 population. Thus their task becomes one of the most weighty



MAYOR EMIL SEIDEL

(The first Socialist called to administer the affairs of a large American city)

experiments in municipal government ever tried by the American people.

Even before the last election the Social-Democrats, both in office and out, were persistently agitating for public ownership of various utilities, such as coal, gas, wood, ice, and street-railway service. Against great odds they had succeeded in clearing the way for a municipal electric-light plant. In the

¹Of interest as showing the strictly proletarian character of the new government, is a glance at the trades of the various officials. Seidel is a pattern-maker. He designed the stoves used in some of the Milwaukee street-cars. Berger is an editor. The Treasurer is a florist. The Attorney worked his way through college as a cook. Other occupations among the remaining officials are: 4 machinists, 3 solicitors, 3 painters, 3 cigar-makers, 2 carpenters, and one each of the following: compositor, newspaper-writer, stock-clerk, printer.

matter of the C. M. & St. P. viaduct they had saved the city some \$160,000. They had exposed and checked graft in the furnishing of policemen's and firemen's uniforms, and in the city garbage-plant. They had also stopped the payment of considerable sums to absent or discharged officials.

They had advocated home rule; street "comfort stations"; municipal hospitals, markets, storage houses and abattoir; a public lodging-house; 3-cent fares; a redistricting of the city; free text-books and "penny lunches" for underfed children, as well as properly built, lighted, warmed, and cleaned school-buildings. They had rendered abortive the efforts of a certain book concern to have the school board made appointive, and had assured Milwaukee the right to elect its own board. They had been campaigning against tuberculosis, food-adulteration, and the contract system, explaining the high cost of living as a result of private monopoly, and advocating municipal model tenements, free legal advice for the poor, and "social centers" to replace the saloon.

Ever since 1908 the Social-Democratic Aldermen have been closely watched by the citizens. Even the capitalist press admitted their worth—and a strong press it is, with

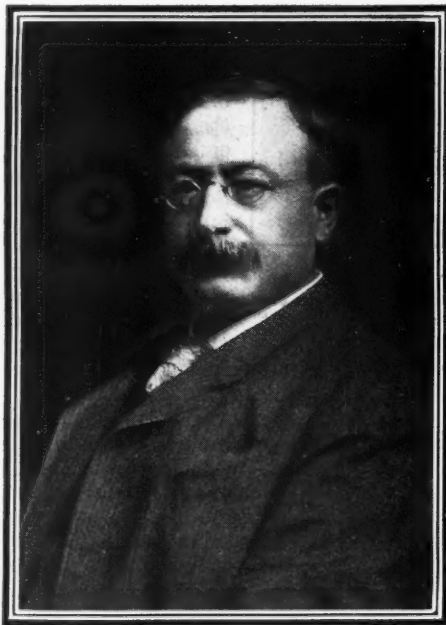
nine dailies, naturally a unit in anti-Socialist policy. Perhaps one of the most telling blows struck by the Social-Democrats has been their minimizing of expenses to the county for grand juries, attorneys' fees, and court charges. This saving, due to their war on graft, has been very great. Such an economizing of cash, amply proved, sometimes affects a community more favorably than any purely moral issue.

All these and many other acts have been for some time stored in the public memory of Milwaukee; they all helped spell success. The voters of the city had really witnessed Socialists at work. So, too, had the citizens of the entire State, for Social-Democratic members of the legislature had in the meantime been active, and the people as a whole had approved their labors.¹

WHAT HAS BEEN, WHAT IS BEING ACCOMPLISHED?

Here, now, comes the really vital question. Here we envisage the practical answer. A program may be, on paper, all that Plato, More, or Bellamy could dream, yet in practice shatter every hope. "The hills of Democracy, afar off, always look green." When we draw near—what then?

In judging the Milwaukee movement, we should in the first place bear firmly in mind the fact that the Social-Democrats have now held office only six months, and that such an Augean stable as a large American city requires a deal of sluicing before it can become wholly clean. We must also remember that the "hold-over" old party officials have with some consistency labored to block the new régime. In the third place, the finances of the city were left so entangled and depleted that, up to the present, funds have been lacking for some of the more important projects. And, lastly, a stubborn obstacle has been encountered in the shape of State laws hampering home rule. The city charter, which Attorney Hoan characterizes as "a complicated, musty, gray-haired old document," has in several respects bound the hands of the Social-Democrats. Until Socialists at Madison shall have succeeded in securing a new



VICTOR L. BERGER

(One of the leaders of the Socialist party in the United States—for twenty-five years the leading "pioneer, propagandist, and sponsor" of socialism in Milwaukee.)

¹The Socialist State legislators had, among other things, secured an eight-hour day for railway telegraphers in Wisconsin (a measure later declared unconstitutional by the Supreme Court of the state); had enforced better protection against industrial accidents, and had improved sanitary conditions in factories; they had also obtained a greater degree of justice for workmen in the courts. Though voted down by the opposition, they had introduced many bills and ordinances for a general eight-hour day, against injunctions in labor disputes, restricting and prohibiting child labor, providing lunches for hungry children, and looking toward municipal and State ownership—even urging national ownership, so far as memorials to Congress could go. They had, moreover, labored, though in vain, for old-age pensions, the referendum, initiative and recall, and other progressive measures.



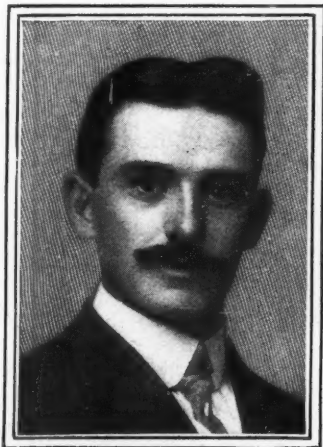
MAYOR SEIDEL AND HIS FAMILY

charter, certain demands must of necessity lie in abeyance. Yet, in spite of all these several difficulties, results have already materialized.

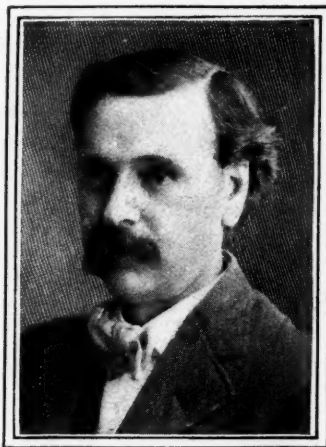
To begin with, immediately on taking possession of the city government, the Socialists put an end to a lot of petty grafting and lopped off numbers of useless official heads. The opposition had charged that the Social-Democrats would permit officials and workmen to "soldier." The awakening from that

delusion came at once. The eight-hour day was promptly insisted on, to the dismay of the old party officials who still retained office. This rule has already weeded out several lazy and incompetent employees.

The administration has also removed eight unnecessary and illegally appointed deputy sheriffs, thus at one stroke effecting a saving of \$9,600 a year. One "chair-warmer" was at once dismissed in the City Clerk's office,



CARL P. DIETZ
(City Comptroller)



CHARLES B. WHITNALL
(City Treasurer)

and the bodyguard in the Mayor's office was put back on a police beat; two salaries were saved. The new Commissioner of Public Works, H. E. Briggs, quickly discovered that the methods of purchasing for the city had been very lax. At his recommendation a new department was created, known as the Purchasing Department. Henry Campbell, a competent business man, was put in charge of this. During the first fortnight he introduced order into chaos, and began his practical saving in several directions.¹ He is at

¹ Economies to date: On hose for the Fire Department, \$60. On automobile tires, \$25. On hay, \$180. (This, on a basis that will save the city at least \$1,400 per year.) On coal, \$670. On oats, \$50, presaging an annual economy of \$400. The total volume of the city's purchases per annum is about \$1,000,000.

present developing a plan to secure the usual commercial cash discounts, which will result in an estimated annual economy of about \$20,000. Up to date, the Socialists have cut away some \$4000 of needless expense. They believe that, when their methods are fully under way, they can reduce the city's expenses between \$50,000 and \$100,000 per annum. Mere details, true; but helpful in housecleaning—a sort of preliminary brushing down of spiders' webs.

One of the vital principles of the Social-Democrats has been the securing of the most competent man for important work, regardless of his political complexion or his place of residence. "Get experts!"



Photograph by Rice

HARRY E. BRIGGS
(Commissioner of Public Works)

DANIEL W. HOAN
(City Attorney)

CARL D. THOMPSON
(City Clerk)

has been a slogan. The task has proved difficult.

"The big corporations," Mayor Seidel explains, "have laid hands on these experts. They have hired the best legal talent, the best engineering talent, the best technical men. . . . We in Milwaukee realize that the technical man, the engineer, the expert, belongs to the people and not to the capitalist. We are fighting with the corporations to get possession of these experts. We lay claim on them, and . . . we are going to get them."

IMPROVED SANITATION

Following this idea, Seidel and his associates cast about for some weeks before being able satisfactorily to fill the post of Commissioner of Health. They finally fixed upon and were able to secure Passed-Assistant Surgeon W. C. Rucker, of the United States Public Health and Marine-Hospital Service, whose national reputation rests on the part that he took in the successful fights against the bubonic fight in San Francisco and the yellow fever in New Orleans.

When questioned about this appointment of a non-Socialist to fill so important a post, Seidel made answer:

It is not a question of a man's politics in matters of this kind. We want efficiency. Dr. Rucker's politics suit us first-rate. He is anti-rat, anti-bubonic plague, anti-typhoid fever, and anti-slum.

If my child were sick, I would not necessarily look for a Socialist physician. I would seek a specialist, without inquiring about his politics, if he were clearly the best man to bring my child back to health.

Dr. Rucker has already demonstrated that the endemic typhoid of Milwaukee is due to the contaminated water-supply, a condition previously neglected and even denied; and already he has taken steps for the purification of that supply.

He has begun work on a survey of the city, investigating its diseases and its plague-spots, and is drawing up a plan of campaign against them. Taking with him a photographer, he has delved into the slums and alleys. Many of the appalling conditions of poverty in the congested Italian, Jewish, and Slovak districts have been photographed—pictures have been obtained showing, for example, little girls searching garbage-barrels for food; showing the extent to which the alleys have become the playgrounds of the poor; showing half-naked youngsters playing in mud and mire, with refuse, dead animals, and other filthy objects.

EXTENDING THE PARK AND TRANSPORTATION SYSTEMS

Closely allied to the task of improving the city's physical welfare is the work, now well under way, of largely extending the park system. Elaborate plans have already been drawn up, and \$250,000 has been voted to begin operations.

Charles B. Whitnall, City Treasurer and member of the Park Commission, has devised a far-reaching scheme for public betterment. His plan contemplates forming a "Civic Center" between State, Wells, Fifth and Eighth Streets, near the Lake front. From this center, parked thoroughfares are to radiate, broad enough for car lines to run through the middle, with trees and grass-plots on either side. Parks and breathing-places will be scattered along these thoroughfares.

In connection with the system, recommendations by the Metropolitan Park Commission deal with the concentration of transportation-lines throughout the city. The map on the next page illustrates the plan, which aims to render the various sections of the city mutually more accessible, and to facilitate the handling of goods, as well as render more easy the daily ebb and flow of humanity.

The "zone system" is now being worked out. This will eventually exclude from residence districts the factories and railroads which now "make most districts of working-class homes unsanitary, unsafe and noisy."

Mr. Whitnall proposes that the city shall invest some \$3,000,000 in land, and shall purchase, under condemnation proceedings, a tract for parkways as well as for model dwellings. The parkway system is to involve radical improvements in electric railway service. By a referendum vote of April 5 the construction of a municipal depot at the Civic Center was decided on. The city intends, when able, to establish municipal street-car lines, both for passengers and freight, along the parkways. These will be far superior in convenience and directness to the existing lines.

"This fact," says Mr. Whitnall, "coupled with the ability to travel faster without fear of accident along the parked ways, and with the added comfort to the public, will put the present lines of the private companies in a more enterprising attitude. Though we cannot lay the tracks at once, for lack of funds, no franchises will be given to any private corporations; yet they will be encouraged to



SYSTEM OF PARKED WAYS RADIATING FROM MILWAUKEE'S CIVIC CENTER

(The dark portion in the center of the map shows the location of proposed civic center. The City Hall, the first one in a large American city to be controlled by Socialists, is located there now. When the best routes for the radiating roads were plotted it was found that they coincided almost exactly with the old Indian trails leading into Milwaukee when that place was but a fur-trading station)

use the system under leases. The terminals, however, are to be fully equipped and owned by the city. All this system of business is to be audited by the city also."

Connected with the municipal trunk lines, subsidiary traffic and freight centers have already been planned. Each is to consist of a park and a depot. It is proposed to equip all business districts with trackage, so that heavy merchandise can be delivered by rail and trucking thus kept off the pavements. The municipal freight-cars are to be equipped with wagons which can be lifted on or off by cranes at the various local depots. An elaborate plan, on the whole, but well inside the limits of the possible. Already

begun, its extension waits merely the application of sufficient funds. By way of further comment on the traffic situation, Mr. Whitnall says:

Milwaukee has grown to a size where there is an advantage in separating the interurban depots from the long-distance traffic, and where freight, including Lake tonnage, can be handled within zones convenient but apart from the business centers. These features have been developing. Preparation to begin work on what is called Jones Island Harbor, and on a municipal depot for Lake passenger and long-distance travel, is suggested for the Third Ward, along Erie St. This brings the three great municipal depots in a line, with river connections. Considerable engineering work is involved, for which detailed plans are now being arranged.

A new park has already been selected for the Fifth Ward, and a general investigation has been made by the Park Board to put a stop to the sale, in any park, of impure products, foodstuffs, and drinks. Work has also begun on the River Parks plan, and on the scheme for municipal fruit-culture.

ARBORICULTURE. EDGEWATER PARKS

A systematic planting of trees, particularly fruit- and nut-trees, is already under way. The public is being urged to cooperate in this work, this "simple but effectual method of conservation," not only for æsthetic effect, but also with a view to lessening the cost of fruit and incidentally decreasing intemperance. The plan, at present, contemplates a 3000-acre municipal apple-orchard, to supply fruit at reduced prices.

"One of the blights of civilization," say the Social-Democrats, "is the abnormal appetite for stimulants. There is an insufficient amount of fruit available or within reach of the average individual. Apples can be produced by the city at \$1.00 a barrel. This would do for us what prohibition never can do."

Preparations are under way to develop a long strip of the city's river shores, which are to be beautified and rendered available for boating, bathing, and other amusements. A Sewage Commission, consisting of three of the most eminent sanitary engineers in America, is at present outlining a plan to prevent the pollution of Milwaukee's three rivers—the Milwaukee, Menomonee, and Kinnickinnic. The forthcoming report of this Commission is expected to recommend the prohibition or the discharge of wastewaters into the rivers by large manufacturing concerns, the installation of a complete system of intercepting sewers and the final disposition of the sewage in an economical and sanitary manner. This will convert the rivers running through the city from unsightly "septic tanks" into pleasant, health-giving streams.

The shores for a long distance will be beautified and rendered available for boating, bathing, and other amusements. Public interest in these shores is greater than can be measured in dollars and cents. When developed, they will provide park areas for many localities, at the same time furnishing many miles of delightful walks and drives. Their cost of maintenance should be comparatively slight, for the Socialists plan to let them grow naturally, remaining as nearly in their pres-

ent wild state as practicable, yet at the same time removed from danger of encroachment by private owners.

Work has already begun on the Menomonee to plat the land in park form, not in squares. Some of the land-owners in the vicinity have realized the advantage of this form of platting, and are cooperating with the administration. The amount of land that the city will have to purchase outright will be small.

On the Milwaukee River, north side, lies a large tract that the Socialists propose to arrange for model homes. The city is already empowered to do all but build; and State legislation has been planned which will enable the municipality to establish a winter factory where cottages in "knock-down" form can be constructed. This work will not only relieve unemployment, but will also provide very inexpensive summer homes for the working class. The whole movement has in view, as in so many European cities, municipally owned workmen's homes.

Thomas A. Edison is enthusiastic about this plan. When interviewed, late in August, by Walter Thomas Mills (who is now on a year's tour of the world for the Socialists of Milwaukee, collecting and writing up data about municipal improvements), he exclaimed:

My message to Milwaukee is that hers is a great opportunity. The city can buy land, subdivide, improve it, and on it build sanitary, comfortable, beautiful houses for all her people, which need not cost more than \$1800 each. . . . There is an opportunity to entirely rebuild the homes of a city, and it need never cost the city . . . anything to do it. Your city can have the use of my concrete-house inventions. I do not want a dollar of profits. You can sell bonds, say at 5 per cent.; can build these houses, rent them at one-fourth the present rate, and even that rental will pay off the bonds in ten years. After that the only cost will be maintenance, which will be practically nothing.

The park and land undertaking of the Social-Democrats may for the present be roughly summed up by saying that all plans are based on the idea that the first consideration should be to make the city a better home for those who do the work of the city. Provisions are being made for broad parkways, beautiful streets, convenient transportation, and economical and artistic groupings of public buildings. Some of the most healthful and pleasant sites are being reserved for municipal dwellings. Plans are under way for comfort-stations and small parks in present residence districts, and for the destruction and rebuilding of tenements.

Fruit- and nut-trees will be planted in great outer parks, the product of which can be sold by the city to raise money for other plans or to reduce the cost of living and to furnish wholesome food for the inhabitants. "The aim of the whole project is to secure sanitary and agreeable surroundings for the people."

IMPROVEMENTS IN THE STREET DEPARTMENT

Closely allied to the park system, of course, is that of streets and thoroughfares. Here, too, radical improvements have already been brought into effect.

One of Mayor Seidel's first official acts was to make an extended personal investigation of the streets and put an end to a good deal of incompetent, shiftless paving-work. Following this, he sent a message to the Council, recommending that prizes be offered to children for their help in keeping the streets clean, and giving those who prove trustworthy police powers to arrest violators of health ordinances.

J. J. Handley, the new Superintendent of Street-Cleaning, has already got the slum alleys into shape, as never before. He has laid out simplified districts and has reapportioned the street gangs, economizing time and labor. H. E. Briggs, who, as Commissioner of Public Works, has replaced the former cumbersome four-man board, is estimating the cost and feasibility of installing sanitary, dust-proof, odorless boxes for sweepings, from which the dirt cannot be spilled.

As a matter of economy, the creosoted paving-blocks which have been worn out are now being used for fuel at the asphalt plant. The old asphalt, for years past thrown onto the dump, has been discovered to possess value. It can be remelted and used over and over again. Consequently it is now being "mined" and employed to resurface the pavements. Many a dollar is being saved.

The Socialists have already exposed a deal in paving-contracts, whereby some 200 per cent. profit was to be made out of the city by a firm selling "bitulithic" pavement. Estimated economies which will result from a revision of this deal will amount to between \$20,000 and \$25,000.

One of the most interesting projects actually being worked out is the purchase of a municipal quarry. The city has a chance to buy a fine limestone bed on the shores of the Lake. From it, most of the paving and building stone required can be obtained. The quarry will, in all probability, be the first municipal

industry inaugurated by the Social-Democrats.

The supply of stone will suffice for generations. It can be crushed and delivered on board a boat for 30 cents a cubic yard. Milwaukee is now paying \$1.25 to \$1.40 a cubic yard. If transported on a city scow, carrying and unloading will cost but 10 cents a yard. The prospective reduction in cost is obviously very great.

OTHER INNOVATIONS

Among a number of minor factors in their house-cleaning, the Socialists have reorganized the Public Works Department on what is called an "efficiency basis." They have reorganized the accounting system in the Comptroller's office, and have passed an ordinance establishing the "cost unit" system. Money has been appropriated to instal this system, putting Milwaukee among the first of all American cities in regard to up-to-date business methods. The city will also, from now on, bid on all public work, thus doing away with the contract-graft.

Although the problem of forcing the street-car companies to give clean and adequate service has not yet been satisfactorily solved, a number of ordinances have been passed for that purpose, and the days of dirty, overcrowded cars are surely numbered.

A committee has been appointed to investigate the matter of a municipal printing plant, in order to escape extortion at private hands. The sale of liquor in the "red-light" district has been prohibited. For various reasons, seventy-five applications for licenses have been rejected. The Socialists refuse to issue a license for a saloon in any building condemned by the Building Inspector, or within certain prescribed limits, or to any man for any other man or for a company.

They are now considering a measure which will force the labeling of all tenement-houses, sweat-shops, brothels, and assignation-houses with the real owners' names. They have granted a 24-hour rest to every policeman, once in 15 days, and have assured each officer and fireman a public trial before discharge. They intend to make all election-days holidays.

Investigating the House of Correction, the Socialist supervisors have found a wretched state of affairs. There is only one doctor for this large institution, and not even a single nurse. The doctor has been making but one visit a day. The building is a fire-trap. A

new building and proper attendance are now being planned for.

Two of the supervisors have volunteered to spend one week, each, in the county jail, locked in cells like prisoners. They intend to discover the exact status of that institution, and to improve it. In the erection of the new Central Police-station, the committee to whom the plans were submitted insisted that the cells must receive direct sunlight, and stipulated a number of other humane, sanitary improvements. According to an expert in such matters—a professor of Sociology in Chicago University—this building is to be the best city prison in America.

In regard to union labor, an atmosphere now prevails that makes the organization and growth of unionism far easier than under the old régime. Already the street-car employees, and the girls employed in the clothing trade and in the breweries, have materially benefited therefrom. The car companies have voluntarily raised wages \$3 to \$9 per month. Every union reports good gains. That this improvement will swing union labor toward a continued support of the Social-Democrats is apparent.

THE CITY ATTORNEY'S VICTORIES

But in the City Attorney's department we find some of the most striking successes; made, too, against heavy odds. For, as Attorney Daniel Hoan says: "A Socialist taking possession of this office finds himself peculiarly hampered, because all the laws of the State and city, being capitalist laws, act to restrain and tie him."

That is, the larger matters of home rule and municipal ownership of the principal industries have as yet necessarily lain in abeyance. Until the Socialists at Madison can bestow home rule, such plans cannot legally be put through. Home rule, however, is on the way, and with it public ownership.

Despite this temporary obstacle, much has already been accomplished. The first task that Hoan undertook was to give a legal opinion on a resolution to employ union men on city work.

He found that the courts prohibited discrimination in favor of union labor on city jobs. At the same time, however, he ascertained that the city could regulate the wage-scale, and he induced the Board of Public Works to pay the union rate. One of the Socialist Aldermen then introduced a resolution authorizing the Board to pay a wage

sufficient to employ skilled workmen. It seems that the construction of the new viaduct required the services of such men, and that few could be had at the old rate of \$3 a day. Consequently, skilled iron-workers are now employed at \$4.50, and the Superintendent of Bridges, McKeith, reports that the city will be able to save money because of the increased efficiency of this new class of men.

The next important case that came before the City Attorney was an action to compel the C. M. & St. P. Railroad to depress more than a mile of trackage in the city limits, so as to abolish grade-crossings. This case was bitterly contested by the railroad and by manufacturers along the entire distance. At the end of the hearing, after more than 100 witnesses had been called, the Railroad Commission decided that the grades must be done away with. This was conceded by even the opposition press to be the greatest victory in abolishing Milwaukee grade-crossings ever achieved.

This case was followed in June by one against a building company, recovering \$10,000 on the defalcation of a former official whose bond had never been called for. Another case, won in July, saved the city the same amount, \$10,000. Thus far, every important case tried since the Socialists came into power has been won by them.

THOSE UNCOLLECTED LICENSE-FEES

One of Hoan's hardest tasks has been the investigation of the street-railway service and the determination of what could be done, under present state laws and private ownership, to better the service. As a result, ordinances have been drafted providing for clean cars, air-brakes and lifting jacks, to be used in case of accidents. This investigation unearthed the fact that for the past 10 years an annual license-fee of \$10 per car had not been paid by the companies. Suit has been brought for the amount of these fees, totaling \$72,000. Even should this suit fail, which it can hardly do, the Socialists from now on intend to collect fees of some \$5000 a year. In connection with this case, John I. Beggs, boss of Milwaukee's traction, gas and electric light, underwent arrest, to the great joy of thousands.

Attorney Hoan has also put an end to the practices of "friendly suits" and "agreements," which have cost the city very large sums. He has informed the Council that, even under the old charter, Milwaukee can

establish the municipal coal and wood yard. A special committee of the Council has framed the proper measure for this work, which is now being pushed forward.

THE QUESTION OF FINANCE

One of the principal objections made by the opposition has been the vital one that funds would be lacking. And this, in a measure, has so far proved true. Not only is the city's revenue inadequate for the Socialists' plans *in toto*, but the Rose administration, retiring, left a deficit of some \$250,000 which will have to be met—one of many evil legacies bequeathed to the newcomers.

It becomes evident, then, that economies will have to be practised and many plans devised to make both ends meet. The several retrenchments already noted, the damage-suits and the license-fees case already won, the forcing of the viaduct expense upon the railroad company, and the cutting off of extensive grafts, partly meet the Socialists' needs. But a far greater source of revenue will shortly be opened by the movement now well under way to institute scientific business methods and to force the payment of proportional taxes by the corporations doing business in the city.

City Treasurer Whitnall, fully alive to the situation, is laboring to bring order into the comparative chaos which the Democrats left for him. No more bonds are to be issued for city maintenance or running expenses, but only for land and permanent improvements. Threats made before election by certain bonding companies, which handle the city's bonds, that in case the Socialists were elected they would refuse to deal in Milwaukee securities, have proved idle. Banks and others interested in the financial affairs of the city can find no valid reason why Milwaukee's credit should be less secure under an honest administration than under one notoriously corrupt. The clearing house of the Milwaukee banks has agreed to handle and dispose of every bond-issue which the city desires to put out.

When the rumor was spread abroad that the Socialists would be attacked by the capitalist system and be prevented from selling their bonds, almost immediately letters were received from different sections of the country, from labor-unions in New York, Chicago and elsewhere, and from many individuals, offering to take up their investments in other directions and put them, if required,

into Milwaukee securities. In some cases these offers ran as high as several hundred thousand dollars. Had it become necessary to appeal to the labor movement, that movement would in all probability have handled the entire issue. This, however, has not been needful, since the financial interests of Milwaukee itself have proved willing and anxious to take the bonds, as issued.

In regard to means for the park and transportation improvements, methods have already been roughed out. The expense of buying the necessary land need not be great. Says Treasurer Whitnall:

We acquired from the last legislature authority for the purchase of a larger area than may be put to actual use. We can take in enough to retain the new increment created by virtue of the improvements.

The city has the power to buy and sell real estate. It can purchase land in the suburbs, improve it, sell or rent the land, and use the funds so obtained for further extension of its plans.

It is suggested that city sales of property should be exempt from taxation of improvements—this to inaugurate the higher land tax and prevent tax-dodging. The assessed valuation on which a tax is paid is to be the price at which the city may take over property. From the sales of the improved city land, the city will acquire funds for three other large tracts. These the city will not sell, but will plot them for model dwellings. If the city can retain 25 per cent. of what this system will yield, it will be enough to maintain our entire park system.

Already the Park Board has begun collecting and saving for fertilizer all manure and refuse. The city was previously buying fertilizer at \$3 per yard, and wasting its own. The excess of fertilizer will now be sold to gardeners, thus creating a new municipal enterprise.

The matter of fruit-growing is also being pushed forward as a measure for revenue. Out of 20,000 acres contemplated for use in parks and agricultural schools, at least from 3000 to 4000 acres are to be devoted to apples. The income from an orchard of this size is calculated to suffice for the support of the School Department and all improvements therein, as well as for the cost of collecting street-sweepings, dead leaves, garbage, etc., for manure.

As for the scientific disposal of the city's sewage, according to the well-known Berlin method, that is estimated to be capable of yielding \$500,000 per annum.

In short, just as fast as revenue and hostile State laws permit, every one of the Social-Democrats' proposals is now being, or will be, put into realization.

APPLYING THE MERIT SYSTEM

Inasmuch as they have always been strenuous and vehement clamorers for the merit system, the course of the Socialists toward this institution has been closely watched. Out of a total number of 4711 persons in the city service, changes have been made in less than one per cent. of the places involved. Of the 199 offices and employees not subject to civil-service rules, the changes have affected not more than 10 per cent. City Treasurer Whitnall remarked to a caller in his office one day, "There are only two Socialists besides myself working here. These old employees have been trained to this work here and so long as they do it well they shall stay here. To put in Socialists who would have to learn the intricacies of the office would mean loss of time and efficiency. It would be like a manufacturer throwing away good machinery that would get no better results." Treasurer Whitnall retained the former deputy of his department. Commissioner of Public Works H. E. Briggs has promoted the former chief clerk of the department, a man of eighteen years' service with the city, to the deputyship of the department.

NOT A "REFORM" MOVEMENT

We should by no means lose sight, amid the complex details of this municipal house-cleaning, of the real and vital difference between the Milwaukee movement and many another out-sweeping with the new broom of "reform."

Socialists disclaim the title of reformers. They always claim to be revolutionists. As everywhere, the Milwaukee Social-Democrats, while ameliorating present conditions, are looking forward to a complete and radical change—the transition from Capitalism to Socialism. Their government, as they see it, is for the first time in the history of this country a real government of, for, and by the people. This, coupled with the principle of the recall (which always and everywhere is applied by Socialists), explains their confidence that while every reform movement has eventually "slumped," their labors will possess permanent value.

Inspired by a different ideal, informed and energized by a new spirit, it is, as Berger says, "A victory for principle, a victory for progress, a little step toward a higher phase of civilization."

THE FUTURE?

A hard, a stony path lies before the Milwaukee Social-Democrats. They will be

checked, hampered, and harassed by capital. Step by step they must fight for every inch of ground. The fiercest opposition will arise, in all probability, when they attempt to enforce equitable taxation upon the corporations and other "tax-dodgers." Though ordinances be passed, even those may not guarantee just assessments, for the courts still have power to neutralize Socialist measures. It will be interesting to watch just how far the Social-Democrats will be permitted by capitalism to use their theoretical powers of taxation.

Certain things we may be certain of. Graft and corruption in Milwaukee will be mown down as never before. Free speech, free press, and a fair field for the extension of the labor movement will be assured. Such measures as cannot be blocked by the superior and hostile powers of State and national laws will be carried out. A strong effort is already being made to send at least one Social-Democratic Congressman to Washington, where the propaganda can be undertaken on a wider field. The prospect of this effort succeeding appears very favorable. One may conservatively say that, with the last election, a new phase of American Socialism began to develop.

The words of Emil Seidel, the pattern-maker, the Mayor of a great city, seem so modest yet so confident, that they may well be remembered:

We do not expect to usher in the Coöperative Commonwealth in one year or five years, but we intend to do all our limited means permit to make Milwaukee a better place for every citizen.

We shall perhaps disappoint a few capitalists. We shall not disappoint the working people. We have made no rash promises—we have made no promises at all further than to say we shall use our best endeavors to do something worth doing for Milwaukee and its citizenry. We realize our opportunity, and we realize our danger. We know that the eyes of the whole country are on Milwaukee and our party, and that we must stand or fall by our performance. We shall both counsel and practise what we believe to be moderation, and in redeeming our pledges we shall not fail to remember prudence and safety.

I do not say that we shall make no mistakes. We are only human. But such mistakes as we shall make will, I believe, be vastly offset by the good that we shall bring to the community.

We expect to blaze the way. We expect to learn to do things. We want you to profit by our errors; we expect to get criticism for them. We are to-day only accumulating material for a larger and more beautiful structure of life than we have ever had.

We are working on. Not all of our work will be successful, but much of it will be. We shall learn, and, continuing to learn, we shall make good.

We are to-day beginning a new civilization.



MR. WILLIAM HOLMAN-HUNT WITH JOHN RUSKIN IN THE GARDEN AT CONISTON

(Mr. Holman-Hunt on the right)

HOLMAN-HUNT, THE LAST OF THE PRE-RAPHAELITES

HOLMAN-HUNT was eighty-three years of age, when, on the seventh day of last month, he passed away. With his death a real break was made with the past. All the men who made that remarkable movement in art known as pre-Raphaelitism are now dead. Millais, Rossetti and Ruskin, are gone. Their artistic program, which was a fine one, was simply to paint truth as they saw it. These artists had imagination. They had ecstatic dreams of color. They had absolute purity of spirit. Almost all of them, however, lacked any genuine feeling for the genius of their material. In short, they had no real mastery of technique. Their works must, nevertheless, be considered historical as marking a turning point in modern art. Holman-Hunt was perhaps the most interesting figure of all the pre-Raphaelites. He was the son of a poor London warehouseman, and was born in Cheapside in the heart of the

city. His skill in drawing soon became evident and he began to eke out a poor living by painting portraits. At the Academy he met Millais and Rossetti, and together they formed the "Pre-Raphaelite Brotherhood" as a protest against the meretricious art of the day. The most important picture of Hunt's pre-Raphaelite period was "The Scapegoat," which was exhibited in 1856. His most famous paintings are the "Light of the World," "Shadow of the Cross," "Lady of Shalott," and "May Morning." Probably no English painter within the past half-century has been so widely known as Holman-Hunt, because no painter has, to so great an extent, held "one-picture shows" all over the country. An interesting chapter of Holman-Hunt's career was his great friendship with John Ruskin, the militant champion of the pre-Raphaelite movement.

ROOSEVELT IN AFRICA¹

BY GEORGE BIRD GRINNELL

AFRICA, so long a land of mystery, is coming to be almost well known. Now, it is no more unusual for well-to-do young men to go to Africa and hunt the abundant great game than a generation ago it was for them to go to hunt in the Rocky Mountains. Mr. Roosevelt's purpose in visiting Africa was more serious, for he was in charge of a scientific expedition sent out by the Smithsonian Institution to collect mammals, birds, reptiles and plants, but especially specimens of big game for the National Museum at Washington. With him went his son Kermit, who became a good hunter and an accomplished photographer, and three excellent naturalists, Dr. E. A. Mearns, Edmund Heller, and J. Alden Loring.

Up to the beginning of 1909 most of Mr. Roosevelt's hunting had been done in Eastern and Western America. He has been a field naturalist from boyhood, studying wild life in the open, and his observations have added some noteworthy facts to our knowledge of North American birds and mammals. His earliest contribution to science was a list of the summer birds of the Adirondacks published in 1877.

To one who takes a keen delight in outdoor life, has a love for nature and a training

which enables him intelligently to observe it, together with a joy in following the hunting trail—pitting his powers of woodcraft against the keen senses of the game—a trip to Africa, where life is so abundant and its forms so

extraordinary, presents great attractions. Better than most men, Mr. Roosevelt realized this. In his foreword he tells of that wonder land, with its sharp contrasts, snow mountains, pestilential swamps, arid plains, and dense jungles. He says that "it holds the fiercest beasts of ravin, and the fleetest and most timid of those beings that live in undying fear of talon and fang. It holds the largest and smallest of hoofed animals. It holds the mightiest creatures that tread the earth or swim in its rivers; it also holds distant kinsfolk of these same creatures, no bigger than woodchucks, which dwell in crannies of the rock and in the tree tops. There are antelope smaller than hares, and antelope larger than oxen. There

are creatures which are the embodiments of grace; and others whose huge ungainliness is like that of a shape in a nightmare. The plains are alive with droves of strange and beautiful animals whose like is not known elsewhere;



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MR. ROOSEVELT AND ONE OF THE BIG LIONS

(From a photograph by Kermit Roosevelt, in Theodore Roosevelt's "African Game Trails." Published by Charles Scribner's Sons)

¹ African Game Trails. By Theodore Roosevelt. Charles Scribner's Sons. 529 pp., illus. \$4.

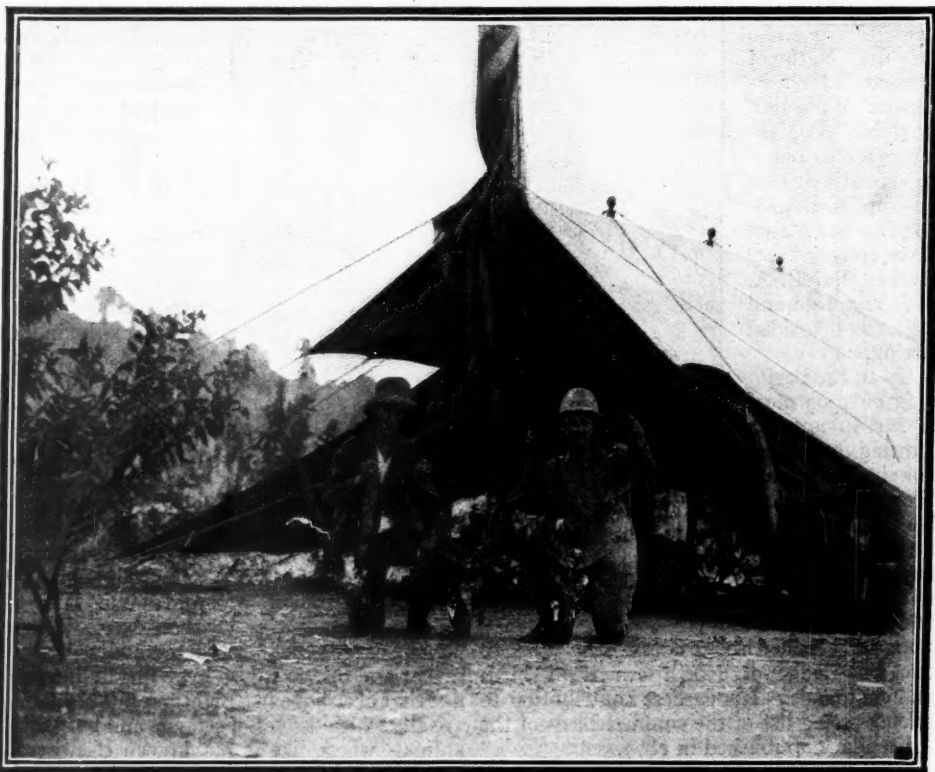
and with others even stranger that show both in form and temper something of the fantastic and the grotesque. It is a never-ending pleasure to gaze at the great herds of buck as they move to and fro in their myriads; as they stand for their noontide rest in the quivering heat haze; as the long files come down to drink at the watering places; as they feed and fight and rest and make love."

In *Scribner's Magazine* Mr. Roosevelt has told the story of his travels there; where he went, what he saw and what he did. It is satisfying to have these articles gathered together in the present volume where they may be read connectedly.

His introduction to Africa was his railroad ride from Mombasa on the Uganda Railway, which he very aptly calls "Through the Pleistocene." Here he first saw and was impressed by that wonderful abundance and variety of game which gathers on the reserve established by the British Government along the line of the railway—game so abundant that lionesses, giraffes and rhinos have been killed by trains, while on the very night of

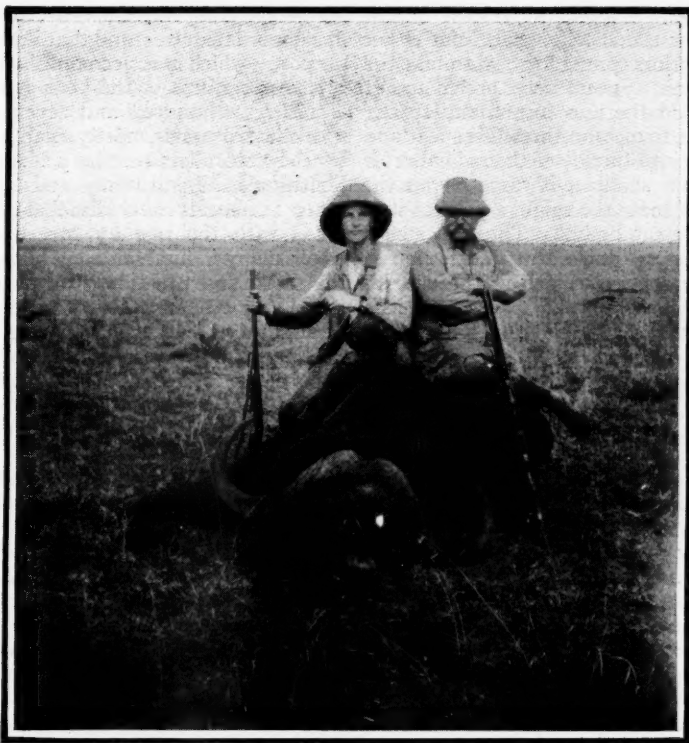
Mr. Roosevelt's passage giraffes knocked down some telegraph wires and a pole while crossing the track.

Each year the dangerous game of Africa takes its toll of life from the hunters that pursue it, and early in this volume Mr. Roosevelt discusses this dangerous game and endeavors to reach a conclusion as to which species is most dangerous. Preëminence in this matter is claimed for the lion, buffalo, elephant and rhinoceros, but different hunters of great experience place these names in different orders. To the list Mr. Roosevelt adds the leopard, and cites among other examples the case of Carl Akeley, of Chicago, who years ago killed by throttling with bare hands a wounded leopard which attacked him. Mr. Akeley, by the way, was recently nearly killed by an elephant in Africa, but at last accounts was recovering. It is extraordinary that such wide differences of opinion on the point should exist among men each of whose individual views might be thought to be conclusive. Mr. Selous, for example, has killed between three and four hundred lions,



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MR. ROOSEVELT AND KERMIT ROOSEVELT WITH GIANT ELAND HORNS



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MR. ROOSEVELT AND KERMIT ROOSEVELT WITH THE FIRST BUFFALO

elephants, buffalos and rhinos, and considers the lion much the most dangerous of the four. Governor Jackson, who has killed between eighty and ninety of the four species, puts the buffalo first, the elephant second, and the lion third, and so it goes. A dozen other hunters might be named whose views would vary with their varying experiences. Nevertheless most old African hunters will assure the newcomer in the country that if he hunts lions long enough he will certainly be killed.

In consideration of these divergent opinions as to the dangerous qualities of certain species, individual variation of temperament within the ranks of each species must be considered. Most men thoughtlessly conclude that because one individual of a species acts in a certain way, all the others of that species will act in precisely the same way. The truth is that there is as much variation in the mental attributes of animals—courage, timidity, alertness—as there is in their physical powers—speed, strength or quickness.

Mr. Roosevelt's first lion hunt was on the Kapiti Plains, where he killed a lion and a lioness, the male, not yet full grown, weighing

about four hundred pounds, while the female weighed less than three hundred; but no doubt his most interesting experience with lions was near Sergoi Lake, where he saw a body of Nandi warriors surround and kill a full-grown lion with their spears. The hunt had been arranged for, and the party of riders, Americans and Europeans, overtook the marching Nandi warriors, and a little later went on ahead of them to beat the ground for lions, and if they found one to run down and hold him for the Nandi. A splendid beast was discovered and galloped off, while the riders tore after him and within a mile brought him to bay and stopped sixty yards beyond to prevent his escape before the Nandi should arrive. Presently natives appeared advancing at a run, swinging along with swift, springy strides, each carrying on the left arm his great ox-hide shield and in his right hand the heavy spear, with a head four feet long, and as they came up they gradually encircled the lion. As the ring formed, the great beast began to realize his position and to see that he must fight for his life. Presently he charged toward where the line of men was thinnest

and those toward whom he rushed braced themselves for the shock, while from either side other warriors sprang forward to take the lion in the flank. Spears were thrown and at the first wound the lion turned and sprang on the nearest man, who threw his spear and drove it deep into the life of the animal, "for entering at one shoulder it came out at the opposite flank, near the thigh, a yard of steel through the great body." The lion struck the man, bearing down the shield, but at once another spear was driven through his body, and instantly other spears, and in a moment he was dying. Hardly ten seconds had elapsed, but what seconds!

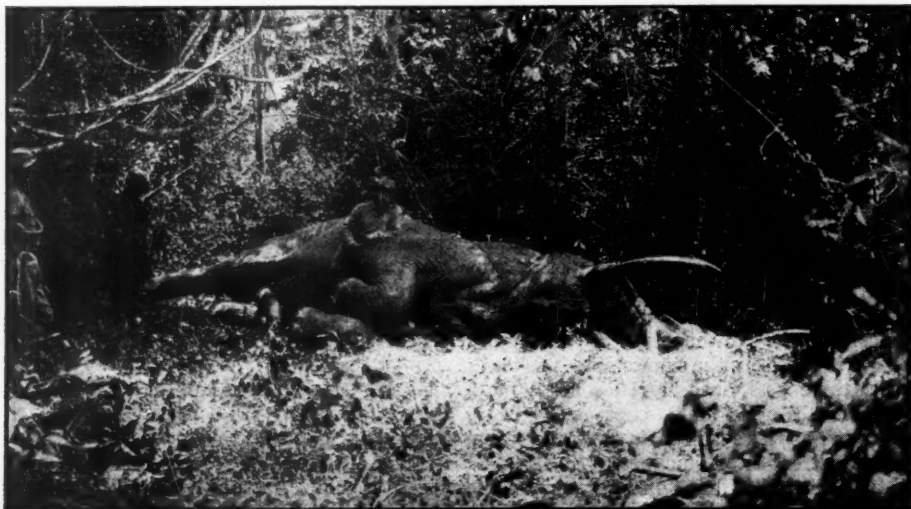
Of Mr. Roosevelt's many sides, most of us know much. The least known has to do with his love for nature and his study of wild life. His activities in politics and in behalf of various reforms, his official career, his life in the cattle country and his hunting have been exploited time and again, but his interest in nature study is not comprehended by any considerable portion of the public, and probably for the very good reason that no considerable portion of the public knows enough about nature and nature study to feel intelligent sympathy with it. People wholly ignorant of a subject can hardly be supposed to comprehend anything about it. A great majority of the newspapers, and almost all those who wrote to the newspapers commenting on Mr. Roosevelt's African expedition seemed to believe that the trip was being made for no other purpose than to butcher an indeterminate number of wild animals. A

few people knew that the expedition was very much more than this, and that it had a serious purpose—which was accomplished.

In Appendix B of the book is given a list of nearly a hundred and seventy different species of mammals, mostly small, and trapped by the naturalists for the collections of the Smithsonian Institution, and representing some thousands of individuals. Of game killed with the rifle by Mr. Roosevelt, of which many individuals were killed to subsist the safari and practically all of which were saved as specimens, there were less than 300. Kermit's bag was 216, including three sable antelope, killed on the coast—and they were gone eleven months. Mr. Roosevelt says: "We did not kill a tenth or a hundredth part of what we might have killed had we been willing."

There are half a dozen appendices in the book; one of thanks to his helpers, four devoted to natural history subjects, and one to a list of the famous Pigskin Library and an explanation of his reason for taking certain books. This brief chapter is interesting from the personal viewpoint. Appendix E, which is much longer, is a discussion of the vexed question of protective coloration, and an argument against Mr. Abbot H. Thayer's theory, as set forth in his interesting book, drawn from Mr. Roosevelt's observations on African game. Appendices C and D are natural history notes from those accomplished naturalists Dr. Mearns and Mr. Loring.

The illustrations of the volume are of great interest and beauty. The photographs are



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THE FIRST BULL ELEPHANT

chiefly made by Kermit Roosevelt, though there are some by his father and a number by Edmund Heller and J. Alden Loring and several fine and spirited pictures by Philip R. Goodwin, drawn from photographs and descriptions. There is a map of the routes followed by the expedition from Mombasa to Lakes Victoria and Albert and down the White Nile to Fashoda. All these add to the interest of the work.

The title of the volume is so far misleading that it suggests to the reader only a portion of what the book contains. One might sup-

pose it a mere hunting story, but it is much more than that. The hunting tales are interesting and exciting, but they are only a part. From the book may be learned much natural history hardly to be found in other works, not a little ethnology, excellent lessons in game protection, and the very latest information as to the progress that civilization is making in Eastern and Central Africa, made more interesting by suggestive comparisons of that new country with regions in the United States, which thirty or forty years ago were almost as unsettled.

A CARTOON LIFE OF ROOSEVELT¹

A REVIEW BY FRANCIS E. LEUPP

IN many respects the newspaper cartoonist is the best contemporary historian and biographer. Situations which would take forty pages of tedious detail and labored argument to set accurately before a reader in words can be portrayed to his eye in all their bearings by a few strokes of the artist's pencil. Not all the men whose deeds are worthy of record lend themselves well to this sort of treatment. Some have faces which reveal little of the individuality behind them, bodies which fall naturally into statuesque poses rather than those suggesting arrested action, and motions too methodical and regular to convey dramatic impressions to the mind. What the cartoonist needs for his cleverest work are a roughly carved face full of a vitality hungering for expression, and a bodily equipment and carriage so characteristic as to be practically unique in their class. Such a personality he had in Abraham Lincoln when his art, at least in this country, was in its childhood; in James G. Blaine when it was in its adolescence; and in Theodore Roosevelt, with whose career it has blossomed into full maturity.

Probably with this last fact for his incentive, Dr. Albert Shaw has undertaken to group between covers more than six hundred of the cartoons in which the most picturesque figure in the American political panorama has been held up to popular praise or blame during the last quarter-century. Others may have taken a like enterprise under consideration, but been repulsed by its appalling magnitude; for it meant a thorough harrowing of the illustrated press of substantially the whole civilized world, including in its geographical

field countries as wide apart as Denmark and Japan, and ranging in scope and quality from *Punch* and *Kladderadatsch* to the wild and woolly dailies of our own frontier towns. To Dr. Shaw it was obviously a labor of love. His long professional training as an observer and commentator on the passing show supplied the zest as well as the ability and energy he put into his task; and the product he lays before his constituency is a handsomely printed and tastefully bound volume of more than two hundred and fifty octavo pages, crowded thickly with illustrations, the intervening spaces being filled with a running text in which the story of Roosevelt's life and work is told in a style almost encyclopedic in its simplicity. Each of the twenty-nine chapters carries its hero through one phase of his varied experience from his first entry into the public service to what the author aptly calls his "active retirement." In spite of the humor of the illustrations, there is a serious side to such a compilation, carefully made as this one is; for the period it covers is in historical importance scarcely second to the similar term of years between the Dred Scott Decision and the close of the Hayes administration. In the early '80's we see the young Republican reformer taking his own latitude and longitude in the Albany legislature, and coöperating with the Democratic Governor Cleveland in an effort to cleanse the city government of New York; and a little later reaching his fateful decision to stay with his party after it had made a nomination for the Presidency which he deeply deplored. In 1910 we

¹ A Cartoon History of Roosevelt's Career. By Albert Shaw. The Review of Reviews Company. 254 pp., illus. \$5.

see him driving fresh spikes into the "big stick" which he is now more free than ever to swing at will, and protesting against a bill to put him upon the retired list, with the exclamation: "Retire me! Why, I've just begun!"

Physiognomists will find in the development of the Roosevelt face a subject for study not less attractive than that which historians find in the development of the Roosevelt career. Even the bold hand of Gilham, in *Puck's* memorable presentation of Blaine as "Phryne before the Chicago Tribunal," takes liberties with Schurz and Evarts, Sherman and Logan, but leaves Roosevelt's boyish features unaccentuated except by their mood of sorrowful contemplation. His facial lines were, indeed, in that era too soft and indefinite to be readily adapted to the uses of the pictorial satirist; and the early cartoons contrast oddly with some of those of Bush and McCutcheon and Berryman during the second Presidential term. Yet it is unmistakably the same Roosevelt in both.

By way of a corrective for the extravagant conceits of the caricaturists, Dr. Shaw has drawn also upon more stable material, giving us at intervals a photographic snapshot or two of the real Roosevelt as he appeared at some notable juncture of affairs. Easily the best of these, which later events have invested with peculiar interest, shows him receiving

the greetings of Mayor Gaynor at the battery on the 18th of last June, for both men have fallen unconsciously into the most characteristic attitudes. In the second rank of excellence, there is little room for choice between the pictures caught at the tomb of Napoleon and at the ceremony of welcome in Panama. Of more conventional camera-portraits taken at various times between the undergraduate days at Harvard and the homecoming from Africa there are at least fifteen.

For one thing the compiler of this volume deserves especial credit: that, although a close friend and frank admirer of the man he celebrates, he has not confined his selection of cartoons to such as depict their subject in his most heroic or pleasing aspects, but has included not a few from sources avowedly hostile, his only discrimination seeming to be against those obviously inspired by mere wanton malice. He has certainly chosen the psychological moment for the issue of such a volume, while the two great parties are engaged in their periodical game of political see-saw, and the ex-President, as the American with the largest individual following and the most comprehensive of economic creeds, is playing "candlestick" on the fulcrum. The "Cartoon History of Roosevelt's Career" is a striking tribute to the power of one strong personality under our system of popular government.



From the *World* (New York)

WILLIAM JAMES: BUILDER OF AMERICAN IDEALS

BY EDWIN BJÖRKMAN

WILLIAM JAMES was an unusually charming and lovable personality; a friend as few; a student without bias or fear; a born teacher; an artist possessed of a rare power to move and inspire. He was the modern American thinker whose name appears with greatest frequency in European works of learning. But he was something much more; a prophet in the highest sense—one of those epoch-making men in whom the advanced ideals of vast social groups and whole periods become articulate. The intellectual brilliancy which enabled him to see a little more deeply and to think a little more clearly than the rest of his generation would not suffice to explain his position as one who, according to G. K. Chesterton, was "really a turning point in the history of our own time." For such an explanation we must bear in mind the presence within him, from first to last, of a living fire, a passionate attachment to real life, that made him a natural leader in—to quote his own words—"the long, long campaign for truth and fair dealing, which must go on in all the countries until the end of time."

Like most men, he had his sorrows and his joys, his rewards and his regrets. But, taking it all in all, his life would have been called uneventful by most men. There was an excursion into art during early youth; a tropical expedition under the great Agassiz somewhat later; and, throughout the entire initial period, the stirring influence of his father, the elder Henry James.

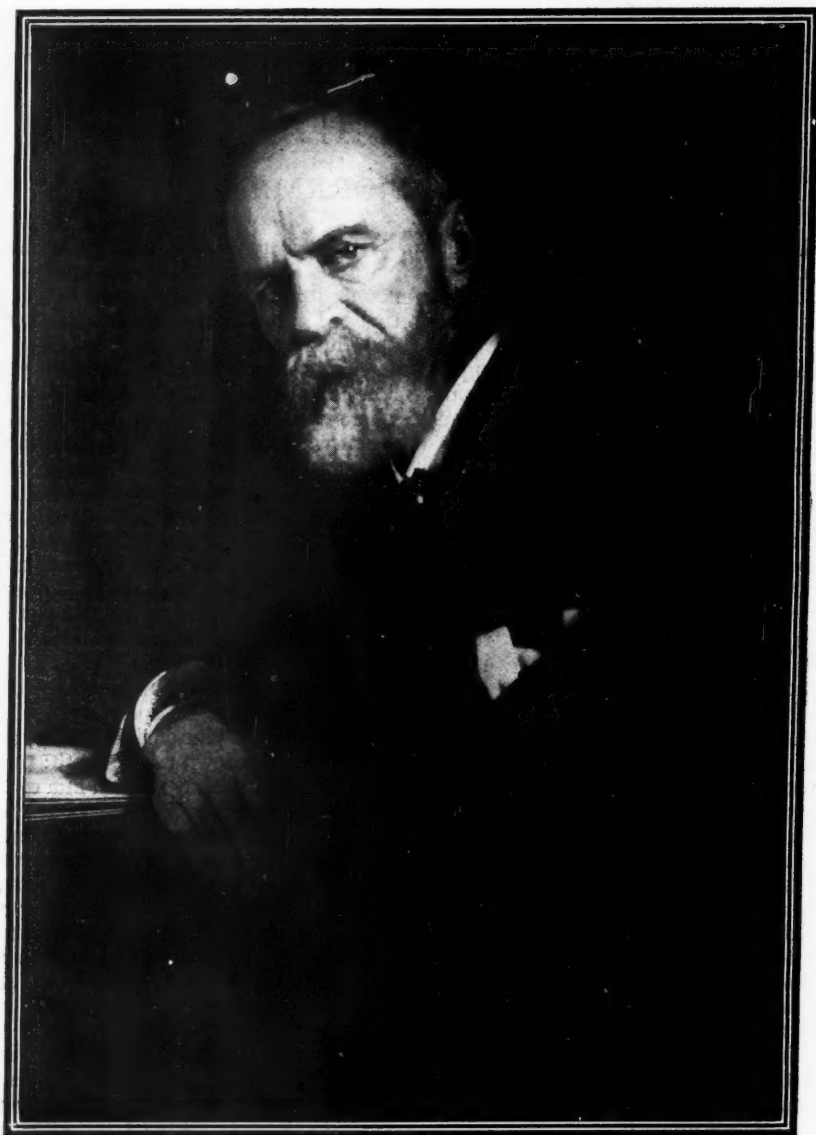
But the greater part of his life was almost wholly given up to quiet, patient, unostentatious study, leading him by degrees from chemistry through biology, medicine, physiology, and psychology to philosophy. And for more than forty years his life was largely confined within the sheltered precincts of old Harvard—as student, instructor, assistant professor and professor of psychology and philosophy. But, as the course of his life began to slope downward, while his spirit kept soaring to higher and higher altitudes, there came at last calls from the outer world, showing that men in many lands had caught his voice and felt its message.

His delivery of the Gifford Lectures on Natural Religion at Edinburgh was pronounced one of the intellectual events of our time. Degrees and other honors poured in upon him—and with them came much ill-will and envy that showed even more patently how he was winning his way to enduring fame. There was, too, the great success of his books—strange and unexpected from the viewpoint of the worldly wise—and, lastly, the growing reverential silence among the mass of men whenever his voice was raised for their benefit. Who that gave heed can forget the way in which his lecture on "The Energies of Men" spread like wildfire from coast to coast—the news of its worth passing from hand to hand; its message filling heart after heart with new courage and confidence?

Through it all his life retained its dominant tenor of watchful calm and quiet application. It seems almost paradoxical to say, and yet it must be put down as the truth: this man, whose sick heart early warned him of the end in sight, whose nerves at times seemed like wind-beaten strings, whose every glance and gesture was marked by the simple fervor of the child, and whose mental flexibility constantly reminded one of quicksilver—of this man it can and must be said that, at bottom, no quality characterized him more than a wonderful serenity of spirit, a beautiful soul-calm, that never let his innermost self be robbed of its supreme command.

I think it was this calm, and the unshakable faith in the final rightness of life underlying it, that lent to his eyes their unique quality. The first time I talked intimately with him I could hardly think of anything but those eyes—now penetrating as sharpened steel, now blazing with glorious enthusiasm, now dim with sympathetic understanding, but mostly sweet and smiling and friendly as blue, sunlit lakes. In those eyes both the beauty and the strength of his soul were made manifest—both its utter humility and its divine assurance.

For like most men truly wise he possessed a personal modesty bordering at times on shyness. When I asked him once for permission



PROFESSOR WILLIAM JAMES

(William James, who at the time of his death on August 26 last, was the most distinguished professor of Harvard University, and perhaps the foremost of American philosophers, was born in New York City on January 11, 1842. He was the son of the Rev. Henry James, a Swedenborgian disciple and writer. Henry James, the novelist, was a brother. He studied at the Lawrence Scientific School of Harvard University, later taking the degree of M. D. at the Harvard Medical School, and began his career as a teacher in the department of physiology and anatomy. In 1880 he was transferred to the department of philosophy, and held professorships of philosophy and psychology until 1907, when he was retired as professor emeritus. Professor James held the Gifford Professorship on Natural Religion at the University of Edinburgh in 1900-01, and was Hibbert Lecturer on Philosophy at Oxford in 1908. He was a member of many learned societies in Europe and the recipient of numerous academic degrees. Of his writings his best known works were the "Principles of Psychology," in two volumes, published in 1890, and "Pragmatism—a New Name for Old Ways of Thinking," published in 1907)

to call in order to get some advice, he assented readily but with the addition of these words: "It makes me blush to hear that you expect any help from such a poor critter as I am." And when the *REVIEW OF REVIEWS*, about three years ago, printed an article in which I had tried to suggest his place in modern thought, the reading of it drew from him this humorous protest:

I think the best thing for me to do now would be to shuffle off this mortal coil myself and leave a will instituting copies of your article to be cast in bronze and erected in the principal cities of the United States. I wish I could believe you; meanwhile it is a beautiful fable in which persons at a distance may believe.

There was neither superficial self-deprecation nor hypocritical self-acclaim in those words. They were as genuine as they were characteristic of his spirit. And they meant simply that he regarded himself as a mere instrument for the discovery and utterance of truths reaching far beyond and above the inevitable foibles and faults of the individual. It was this spirit that made him keep his private life so completely out of view that, at the time of his death, not one of the many newspapers I scanned could mention the maiden name of his wife, while only one knew that his family included a daughter and three sons. But it was also that same spirit which enabled him, a man in the fullness of years and fame, to accord the name of master to a younger man and student, Henri Bergson, as he did so freely and frankly toward the end of his life.

It seems peculiarly in keeping with this side of the man that his deliverance, in the classroom and on the lecture platform, should be—as one writer diplomatically described it—"unmarked by the ease which his literary brilliancy might have led his audience to expect." Rarely was a man more himself in speech and writing. For this reason, if for no other, oratory and polished fluency would have seemed as strange on his lips as peacock feathers on a hermit thrush. And if we analyze his style, we discover soon that, in spite of its world-wide and well-deserved fame, it was no more marked by mere formal elegance than his spoken word. What made it a white flame burning its way irresistibly into men's minds was not its premeditated perfection, but its complete unaffectedness. Thus it gave free and apt expression to his ever-present sincerity, his passion for bridging the chasm between soul and soul, and his power of imaging in clearcut outlines whatever his mind had made its own.

And the qualities that made his style went far to explain his remarkable success as teacher. Once, while paying a tribute to French lucidity and simplicity of utterance, he said that they could be obtained only through "a complete mastery of the subject." That was one part of his own strength. He never spoke or wrote of anything that had not been searched through and through by a mind at once pertinacious and imaginative. And for this very reason, perhaps, he never hesitated to admit doubt or ignorance, whether these pertained only to himself or were the lot of the race as a whole.

There was a more deep-lying factor, however, that went still farther in explaining the secret of the magnetism he exerted. It lay, I think, in his willingness and ability to place himself in sympathetic touch with the personality of every one he met. His psychic sensibility was as remarkable as his freedom from concern for his own superiority was complete. Thus he met all people on their own ground without ever lowering himself—and perhaps there is no other trait that so wins and holds most human beings as this precious faculty of making them feel at home and on equal footing in an atmosphere more refined than their own.

It is when we recall how his influence with the thinking few was not less than with the feeling many that we must take into full account faculties and gifts that I may have seemed to be slighting so far. He was eminently what Tarde has termed an "inventor"—a leader on unbroken paths, a formulator of more close-fitting truths. Thus he was one of the first who not only suggested the inseparable connection between mental and physical phenomena, but who actually demonstrated and applied it. He was the first to contend that what figures in our consciousness as emotion may be the result rather than the cause of the physical phenomena accompanying it: that, in a word, we may be feeling fear because we are trembling when we think that our trembling is caused by the fear aroused in us. He was one of the first to act scientifically on the now commonplace fact that our "consciousness" is made up of much more than thought, and that will rather than reason stands for the highest and most comprehensive manifestation of the human self. And he was one of the very first to delve into the "subconscious" and to return from its confusing depths with discoveries that have radically altered and vastly enriched our entire conception of the human soul. In this connection it may be well to mention that his

little den at Harvard in the '80's was the first psychological laboratory in this country and one of the first places in the world where the movements and tendencies of man's mind were made the object-matter of an independent science.

His chiefest characteristic as a thinker, however, was a comprehensiveness, a catholicity, an all-inclusiveness, that had its foundation not in any pedantic piling of fact on fact, but in an intuitive penetration into the perennial mansidedness of all being. Thus the man who was first among acknowledged scientists to find something of value in the gropings and rantings of the early "new-thoughters," was also able to speak understandingly of "how at the mercy of bodily happenings our spirit is"; and he who could fling into the face of rationalistic philosophy the assertion that "our moods and resolutions are more determined by the condition of our circulation than by our logical grounds," was the same one who had the wit and courage to define metaphysics as "an unusually obstinate attempt to think clearly and consistently."

All in all, he appears to us a typical embodiment of that modern scientific spirit which bases its labors on a kinetic and relative rather than static and absolute world-conception, and which draws its main inspiration from a firm faith in the progressive tendency of the evolutionary processes. The eternal flux of things was no more vividly felt by his mind than the conviction that this flow is logical and orderly, full of meaning and beauty, and leading irresistibly from worse to better. It was this view of life that enabled him to combine the "wholesome skepticism" of the thinker with that whole-hearted enthusiasm of the reformer which prompted him to exclaim while championing an unpopular cause: "The Lord of life is with us, and we cannot permanently fail." For the author of "The Will to Believe" and "Varieties of Religious Experience" was one of the rare few who had fully realized, both that doubt and faith are equally essential to life, and that doubt is as fatal to right acting as faith to right thinking.

Few things illustrate his spirit better than the answer he gave when asked why he had spent more or less of twenty-five years in the despised field of psychical research, only to confess in the end that he was "theoretically no 'further' than in the beginning." His reply was: "To find balm for men's souls." He perceived truth-seeking as the noblest task in which man might engage, but he felt also—and no less compellingly—that truth

itself proves an empty nut unless it bears within it some palpable or probable contribution to human welfare. He wanted the truth concerning all "psychic" phenomena, if such truth were to be had. But he did not want it merely to flaunt it like a trophy brought home from the hunt. In this case as in all others, his heart spoke as plainly as his head. And it was his heart that filled him with a hot desire to temper that tormenting pain with which the normal human self has always contemplated the surrender of its own identity to the eternal flow of time and space. He had suffered that pain himself, and he was not ashamed to admit it.

It was natural that such a man should become a pioneer among those advocates of a new "humanism" who have striven for decades now to make man once more "the measure of all things." In his "Defense of Pragmatism" he complained that, "for 150 years the progress of science has seemed to mean the enlargement of the material universe and the diminution of man's importance." And in the same place he told of a young man "who had always taken for granted that when you entered a philosophic class-room you had to open relations with a universe entirely distinct from the one you left behind you in the street."

The movement away from this attitude of academic exclusiveness and aloofness—a movement which James himself not long ago described as "a reaction against the abstract, and in favor of the concrete, point of view in philosophy"—is not confined to philosophy alone. It embraces science, art, ethics, religion as well. It is decidedly "in the air." And the issue it involves, wherever it makes itself felt, is whether any form of organized human activity—spiritual or material, educational or political—shall be accepted as a purpose in itself, or whether it shall be deemed and treated merely as a means to a still higher purpose, namely that of human happiness. The answer to that question James gave for himself when he declared that, "in this real world of sweat and dirt, it seems to me that when a view of things is 'noble' (in the bad sense of being inapt for humble service), that ought to count as a presumption against its truth."

HIS GOSPEL OF "PRAGMATISM"

No phase of this world-embracing movement has been more violently attacked than the form of it to which James gave the name of "pragmatism." And the commonest as

well as meanest manner of attack has been to present his standpoint as one of skeptical, not to say cynical, indifference. He said himself once that his "idealistic" critics had held the message of pragmatism to be that "any old opinion that pleases any one will do instead of real truth." Such an assertion is a clear falsification of the position assumed by James when he announced that "there can be no difference anywhere that doesn't make a difference elsewhere."

By his establishment of a pragmatic test for truth, he ventured simply to reaffirm the "moral" and "social" aspects of activities long held self-sufficient and all but unrelated to the main currents of life. He dared to insist that emotional and moral judgments on "good" and "bad" are more fundamental and more far-reaching than our reasoned conclusions as to what is "true" and "false." He recognized that, as a human motive, a belief is much more impelling than an *opinion*. And by his patient search of our instinctive and subconscious existence, he was enabled to prove that even the most abstract and "impersonal" of our mental pursuits are more or less swayed by racial inheritance and social suggestion. "What the whole community comes to believe in grasps the individual as in a vise," he wrote not long ago.

The moral judgments of the race cannot be solely based on what Lester F. Ward once named "intellectual gymnastics." While we must strive to make our thoughts increasingly independent of emotional prejudices, we must strive thus only in order that our thoughts may serve us the better: that they may *advise* us the more effectively in our weighing of good and bad—not that they may become ends in themselves and our masters.

The recognition of this relationship between our reason and our entire "selves" is the very kernel and keynote of the pragmatic gospel preached by James. For this gospel is, indeed, one of *practicality*, implying the correlation and subordination of every separate faculty and function—whether individual or racial—to the larger and deeper and "truer" aspects of life as a whole. What he urged us to do was not to falsify our reasoning process

for the purpose of making the results "moral," but to quit wasting energy and befogging real issues by mere hair-splitting.

None was keener than he to have us conduct our thinking with the scrupulous exactitude of a bacteriologist trying to raise a "pure culture" of germs. What he protested and warned against was the too common inclination to judge the products of our thinking by the amount of time and energy spent on its performance. He saw that no vital expenditure may be held valid unless it leads sooner or later to action, and that, for this reason, it is better to act on belief than not to act at all. "If there be any life that it is really better we should lead," he wrote, "and if there be any idea which, if believed in, would help us to lead that life, then it would be *better for us* to believe in that idea." And the farther he progressed along the path that was particularly his own, the more insistently he maintained—as in his last volume but one, "A Pluralistic Universe"—that our beliefs must matter, and do matter, not only because of their influence on our own lives, but because through them we help to reshape all life. This was, in part, what he had in mind when he called truth a "resultant" and said that we help to *make* truth as we go along. But few men were more anxious than he to distinguish clearly between belief and knowledge, both in himself and in others.

PHILOSOPHY IN THE SERVICE OF HUMANITY

What he tried to do, in a word, was to bring philosophy back to the service of life through the wrestling with genuine vital problems. And though he wrought fruitfully in many fields, he never did better for mankind, I think, than when he placed himself in the front rank of that steadily growing host of thinkers and workers who have learned from their own unwarped and unstunted hearts that light without heat will satisfy even the loftiest of human souls only for a limited length of time. It was then, in particular, that he became one of the principal builders of the ideals out of whose materialization will spring the greater and finer America still to come.



THE INDIAN LAND TROUBLES AND HOW TO SOLVE THEM

BY FRANCIS E. LEUPP

(Formerly Commissioner of Indian Affairs)

THE chief newspaper sensation of the summer of 1910 was precipitated by Senator Gore of Oklahoma. His charge that a plan to sell the tribal coal lands of the Choctaw and Chickasaw Indians on a commission which was itself extortionate had been made still more odious by corrupt overtures for his consent to the preliminary legislation, accompanied by intimations that other persons of prominence in public life were improperly interested, was regarded as so serious that a Congressional investigation was promptly begun. Among the thousands of readers who have followed the daily reports of this inquiry, probably few have more than a vague notion of the background against which the scandal is projected; and it is for their better understanding that the present article is written.

Some eighty years ago certain Southern States decided that their legitimate development was retarded by the presence within their borders of five Indian tribes or nations, the Cherokees, Choctaws, Chickasaws, Creeks and Seminoles. Though generally peaceful, these native people showed little disposition to merge with the body politic. So Congress took what seemed the easiest humane way of getting rid of them, and removed them bodily to a fertile area west of the Mississippi River, where it was then assumed that no white citizens would ever care to live. "The boundaries of this beautiful Indian Territory," said the Government to the five tribes, in effect, "are thus and so. This is to be your country. In it you may stay forever, and build up a little republic of your own, without fear of molestation by our people." The land was divided into big districts, and a separate district was given to each of the tribes, though the Choctaws and Chickasaws lived so close together as to be, for social and business purposes, practically one group.

The benevolent scheme bore perfectly natural fruit. The attempt, by a race quite uneducated to it, to copy our system of self-rule, resulted in a reproduction of many of its worst faults and weaknesses, with few of

its stalwart virtues to balance them. Slavery, for instance, was one of the institutions brought by the Indians from their old homes, with concubinage for an especially conspicuous feature. Graft of all sorts, the oppression of the ignorant for the benefit of the clever, and a mere mockery of justice in the local courts, presently made the tribal administrations a byword and stamped the experiment with a prophecy of failure.

Nor was it long before the attractions of an easy-going life lured into the Territory a multitude of whites who had no business there. They came on all sorts of pretexts or on none, but some were shrewd enough to discern business possibilities which the Indians would never have discovered by themselves. Taking advantage thereof and sharing their profits with the oligarchy, these persons contrived to keep in such favor that, whenever the Washington Government was seized with a spasm of conscience and threatened to clear the Territory of intruders, many leading Indians would unite in remonstrating against the project and it was dropped.

THE DAWES COMMISSION

By degrees the country bordering on the Indian Territory became pretty well populated, and then a new trouble appeared. Fugitives from justice in Kansas, Arkansas and Texas found that they could keep out of the clutches of the police by running over into the Territory, which thus acquired an ill-repute as a place of refuge and residence for desperate outlaws. It was plain that affairs could not continue indefinitely as they were going, and Congress resolved to reorganize the Territory and establish there the civil and criminal authority of the federal Government. It had already cut off a part of the original area by agreement with the Indians, who were not occupying this section, and christened it Oklahoma. Now a Commission was appointed, under the chairmanship of the late Henry L. Dawes, of Massachusetts, to negotiate for the consent of the five tribes to

the proposed new scheme of things. It took some years to procure the desired treaties, and then Congress had to discuss and ratify them. That rang the knell of Indian separatism in the United States. In 1907 the Indian Territory and Oklahoma Territory were united in the present State of Oklahoma.

Its original task of procuring treaties accomplished, the Dawes Commission was set at revising the tribal rolls. Indian property is held in common, every member of a tribe, regardless of age or sex, having equal rights with every other member; it was therefore all-important that there should be an accurate census of the living members before the property of any tribe should be distributed among them. In this sifting process the Commission had to spend half its time driving off persons who insisted on some technical quibble in order to get their own or their families' names enrolled. One typical case will illustrate the character of many. A white man presented his eight children for enrollment as Choctaws. It appeared that he had once married a Choctaw woman, which, by the custom of the tribe, made him a member of it. This wife dying, he married a white woman, and the children presented were offspring of that marriage. They had not a drop of Indian blood in their veins, yet the father was indignant at the Commission's refusal to recognize them as Choctaws!

EXCESSIVE COUNSEL FEES

Most of the disappointed spoils-seekers, if they had money to retain counsel, rushed off to the United States court for redress. So many of them obtained it by wheedling the court into the admission of new evidence, genuine or perjured, that Congress established a special Citizenship Court for the handling of all questions of membership in the Choctaw and Chickasaw nations, clothing it with final jurisdiction in such cases, and empowering it to review the action of the United States court. It was through its practice before this new tribunal that the firm of Mansfield, McMurray & Cornish, whose middle member has been of late so extensively advertised by the Gore investigation, achieved its first notoriety. It procured contracts from the two nations for its assistance in purging their rolls of undeserving names. It submitted its contracts, which provided for a fee of 9 per cent. on all the saving effected for the nations by expunging these names, to Secretary Hitchcock. He considered the pro-

posed fee excessive, and refused his approval. But the law under which the firm was engaged had been cleverly framed, so that, in case he did not approve, the fee should be fixed by the Citizenship Court. That body, by a process of calculation all its own, decided that \$750,000 would be a reasonable compensation, and the Indians were therefore mulcted in that amount, besides some hundreds of thousands for "expenses."

But Mansfield, McMurray & Cornish were not the only attorneys who were in the Territory for other reasons than their health. Wherever a community can be found struggling under a load of undigested or half-comprehensible laws, there will the lawyers be gathered together; and the definite launching of a reorganization policy had been the signal for what might fairly be termed a riot of Indian Territory legislation. Every member of Congress who was struck with an idea on Territorial affairs put it into legislative shape and tossed it into the hopper of the great law-mill, whence, after all his colleagues who wished to have contributed their amendments and modifications, the jumble was liable to emerge as a concrete enactment. Sometimes it appeared as an independent statute, sometimes as a single clause tucked away in an act covering many other subjects; but, whatever its form, it was a law, capable of doing as good work as any other or of adding as deadly an ingredient to the confusion. Thus came into being laws fixing different dates at which different groups of Indians were to be emancipated from all restrictions as wards of the Government; laws changing the period within which new-born children might acquire certain rights; laws affecting the privileges of freed slaves and their progeny; and laws of nearly every other conceivable purport, enough to fill a fat little volume by themselves.

The general upheaval of affairs in the Territory made it a golden field for the practice of law. The Indians had no standards by which to judge who were worthy of their confidence and who were not, so that a horde of jack-leg attorneys forced themselves to the front and gave by indirection a bad name to an occupation entirely honorable in itself. I am not in sympathy with the wholesale denunciation of the Indian bar and its special practice. Ideally speaking, perhaps, the Government ought itself to furnish whatever legal aid is needed by Indians still under its guardianship; but as a practical proposition this is sometimes out of the question, as, for instance, when an issue must be settled between

two tribes or parts of tribes and the Government cannot fairly side with either, or when the Government is itself to be sued by a tribe on a rejected claim. It is then not only right for the Secretary of the Interior to permit Indians to engage outside counsel, but he would wrong them by refusing. His duty under such conditions is to discriminate without fear or favor between attorneys, and see that only those are employed who can and will render service of the full value of their fees.

One trouble about all legal work for the Indians used to be, and to some extent still remains, the necessity of "promoting" legislation as well as dispensing advice and trying causes. This is because Indian tribes cannot get into court except by permission of Congress, and in most instances the judgments given in their favor are really only findings of fact, and require an appropriation afterward to make them effective. Indeed, the day is not so very long gone when an attorney for an Indian tribe was expected to spend most of his time in Washington visiting members of Congress at their homes or entertaining them socially, so that his appearance in their committee-rooms would take on a pleasant personal aspect and pave the way for legislation in the interests of his clients. Vastly less of that sort of thing goes on now. It is avoided by the higher class of attorneys and frowned upon by the most influential members; but at one period no Indian attorneyship was free from it.

By way of illustrating the pernicious consequences of mixing lobby work with regular professional practice, I might cite the case of the "Old Settler" Cherokees, who won a judgment of \$800,000 against the Government in the Court of Claims some time in the early '90's. No sooner was the result announced than it was discovered that \$200,000 of this amount was claimed by a group of attorneys who had arranged among themselves what percentage every one was to take. As they were unwilling to let the money be paid to the Indians and then collect their fees from their alleged clients, Congress so worded the appropriation as to empower the Secretary of the Interior to settle the amounts to be paid the several attorneys. Hoke Smith, who was then Secretary, made a painstaking investigation of their respective services. In some instances the claimants could not show any work done, and in some others so little as to be unworthy of consideration. A few he found to have a reasonable basis for their bills. Having made up a

schedule which he regarded as fair, he called in the beneficiaries and took from them receipts in full. The reassembling of Congress, however, found the whole pack yapping at its doors, demanding more. One of the attorneys had a kinsman in the Senate, to whom all hands looked to see them through. In the privacy of a committee-room the matter was threshed out, and nearly \$80,000 was appropriated for the relief of the attorneys without any visible justification. The total "pickings" from that job were not far from \$120,000.

QUESTIONABLE TRANSFERS

Nine attorneys out of ten who settled in the Territory and undertook to practice under its medley of statutes soon discovered that there was more profit to be got from land than from law. Some of them made a study of the protective shortcomings of the various enactments, which would enable a shrewd fellow to speculate in agricultural property or town-lots or oil-bearing lands without getting his own neck in the halter, whatever might befall the less skilful partners whom he drew into his enterprises. In such a chaotic atmosphere, not only the poor, ignorant, stolid Indians who constituted the lowest stratum of the tribes, but also those of fair intelligence, became utterly bewildered as to their civic status. They did not know whether they owned anything that they could sell, or whether they could bind themselves or anybody else by contract. If speculators offered an Indian twenty-five dollars for a farm worth twenty-five hundred, he was liable to sell it and take his chances of ever being compelled to make delivery. Sometimes the instrument he was required to sign before receiving his money was an outright deed, sometimes an agreement to sell as soon as his restrictions should be removed. Is it wonderful that many of the Indians, badgered and perplexed, grew so weary of these uncertain conditions that they prayed the Government to wind up their affairs and divide the remnants without more ado? The reason was not that they enjoyed any better than ever the prospect of parting with their property, but that they felt that when it was gone they would at least have peace, and that the proceeds, in hard dollars, would be theirs to keep, to spend, or to throw away as they chose.

As the executive branch of the Government was not responsible for the laws, it could not do much for the relief of the Indians

beyond trying to administer the acts of Congress in a spirit of conscientious guardianship. Certainly the two Secretaries of the Interior with whose work I am most familiar, Messrs. Hitchcock and Garfield, prosecuted their task with a zeal for service untainted by respect of persons. Believing that no tribal Indian in their charge could lawfully alienate or encumber his farm till formally authorized, they attacked the land-accumulations of a man of note like Senator Owen as readily as the petty dickers of some unknown John Doe. Mr. Owen had the self-confidence to strike back. Himself of Indian blood and a resourceful lawyer, he defied the executive officers to show their constitutional right to interfere in such matters, and as far as I am aware, he still retains his holdings, though several more timid purchasers were frightened into letting theirs go. As no decisive test was ever made, the main question remains unsettled, and land values all over the region affected by the dispute are demoralized in consequence.

DISPOSITION OF THE COAL LANDS

Several years ago it was discovered that some of the lands owned by the Choctaws and Chickasaws were heavily underlaid with coal. A tract of nearly a half-million acres was therefore set aside so that no private party could acquire it. A few mines were leased to outside companies which were willing to operate them on a royalty basis, and the money thus obtained went into a fund for educational purposes for the tribes in interest. The conduct of all the negotiations, the control of the work, and the collection of the royalties fell to the Secretary of the Interior among his other duties as general trustee for the Indians, and have usually been handled not only with scrupulous care but with sound business judgment. Ever since the local agitation for Statehood began there has been a persistent effort to induce the Government to consent to the outright sale of the coal-bearing properties. Stress has been laid on the fact that, now that there is soon to be a complete common school system uniform throughout the State, there will be no longer any need of a special source of income for the maintenance of tribal schools among the Indians; and the Indians themselves have added to this argument the not illogical plea that if they are to be taxed for the support of the State schools they will want money with which to meet this obligation.

The modes of approaching the subject have

been various. Syndicates have intimated their willingness to pay large sums in cash; agents have begged leave to hunt up a purchaser on commission; apparently disinterested counselors have urged a sale at auction or under sealed bids, after liberal advertising; economists and politicians have run the gamut of suggestions covering the idea that the United States Government should itself buy the property and conserve it, or make it a gift to the young State of Oklahoma. Mr. McMurray has been among the most earnest advocates of a sale on commission. He was hoping, it seems, to procure \$30,000,000 for the tract, and, by virtue of his 10 per cent. contracts with the Indians, skim a trifle of \$3,000,000 off the transaction. The great obstacle to be overcome was the conservatism of Congress, which seemed indisposed to enact legislation authorizing the sale in this manner as long as a few men of the standing of Senator Gore opposed it on grounds of equity; and Mr. Gore brought the matter to a head by declaring that he had been approached with corrupt offers to buy his silence. At the hour of writing these lines, the investigation of the Senator's charges is still in full swing, with witnesses giving each other the lie in the most sensational fashion.

Roughly speaking, there are about thirty thousand Choctaw and Chickasaw men, women, and children interested in the segregated coal fields, and the fields are regarded as practically of controlling importance in the soft coal commerce of the Southwest. With this splendid estate in full view, and a lively sense in the mind of every local speculator that if he does not get a part of it some rival will, the present scandal is probably only one of many to which we shall be treated unless a radical change is made in the plans for disposing of the property. No matter how it may be sold, the air will be thick with insinuations, if nothing worse, against the persons who oversee the bargain in behalf of the Indians: if they are a Government board, as proposed by Secretary Ballinger's representative, Mr. McHarg, they accepted too low a price; if private agents, they charged too high a commission; in either event, they adopted an unwise method of sale; or what not besides. Regardless of the irresponsible sources of such criticisms, most of the Indians, and half the rest of the public, will probably suspect that there must have been something either wrong or careless in the transaction. What is worse, there will be no way of meeting these strictures; for the Indians will have been selling something

whose value no human mind could forecast with accuracy, while the purchaser will have bought at best an attractive gambler's chance.

A PLAN FOR HOLDING THE TRACT

Why expose the tribes to such unpleasant possibilities, and their well-wishers to another shock of shamed surprise? Why, in other words, sell the tract at all? If thirty thousand white persons found themselves possessed of such a property, would they put it upon the market for what it would bring? On the contrary, they would form a corporation to keep hold of it as a permanent revenue-producer. Why should not the same thing be done for the Indians?

Let Congress enact a law to incorporate the Choctaw and Chickasaw Coal Company, with the segregated lands for its capital and assets, and its shares equal in number to the whole number of members of the two tribes, so that every member will have one share for his own. Let the President of the United States be its perpetual president *ex-officio*, the Secretary of the Interior its treasurer and transfer-agent, and the Commissioner of Indian Affairs its secretary. This would be merely a business equivalent for the present apportionment of official responsibilities in the administration of this very estate.

The board of directors could be composed of the aforementioned officers with the addition of, say, the Secretary of the Treasury and the Secretary of Commerce and Labor and two directors elected by the shareholders, one representing the Choctaws and one the Chickasaws. This would assure the continued control of affairs by the Government as now, while it would give the Indians full opportunity for inside knowledge of the business, as well as a voice in its conduct. No shareholder could dispose of his stock without the written consent of the Secretary of the Interior as transfer-agent, who would thus be able to confine such sales to those Indians who had satisfied him of their competency to care for their own interests. As a further protective measure, a provision might be inserted in the charter forbidding the disposal of a share of stock to an outsider till it had first been offered to the company at the same price the outsider was prepared to pay.

EVERY INDIAN A STOCKHOLDER

The company could lease operating privileges to the highest bidders on a royalty basis,

just as the Government does now. Such a plan would secure to the Choctaws and Chickasaws fair value for their property in the form of a regular income, and the Government's continued supervision would prevent the reckless exhaustion or the arbitrary misuse of the mines at the bidding of any speculative combination. Every Indian's share of stock would pass at his death to his legatees or next of kin in the same manner as his other possessions. If he had several heirs his share would be split into fractions, or one or more of the heirs would buy out the rest. The life of the corporation could be limited by its organic law to twenty-five years, a period which would witness the passing of most of the older generation of to-day and the maturing of the youngest children, who would meanwhile have had the benefit of the common schools and closer contact with the practicalities of our modern civilization. But probably before the date fixed for dissolution, through sales of stock to outside parties, the division and subdivision of shares among heirs, or the concentration of the bulk of the corporate property in the hands of a few surviving shareholders, the tribal estate would have been disintegrated and spread broadcast without jar or scandal; and by that time everybody would be far better able to judge of the value of the remnant and what ought to be done with it.

Notwithstanding that such a plan would be an innovation in the domain of Indian administration, there is nothing either impractical or impracticable about it. Not less than three times during my service as Commissioner of Indian Affairs, President Roosevelt was approached with proposals for the sale of the Choctaw and Chickasaw coal tract, and I was called into consultation. I always met these advances by setting forth my preferred method, and not one of the proponents was able to find a flaw in it except its novelty; but it is hardly necessary to say that if novelty were a fatal defect in measures affecting human welfare, mankind would still be back in the stone age. The plan has been submitted to some of the best legal critics in the country and received their approval in all its technical features. It would be equally applicable to every Indian tribe that owns lands or other assets of unascertained value, and would do away with much possible exploitation; but to the Choctaws and Chickasaws something of the sort seems particularly important if the developments of the last few weeks afford any criterion of what the future holds in store for these beleaguered people.

RAVAGES OF ASIATIC CHOLERA

BY JOHN BESSNER HUBER, M. D.

IN the present cholera epidemic Russia is the centre of propagation, Germany, Italy, and Austria having been invaded. Berlin has been reached; but such is the inexorable paternalism of German prophylaxis that little need be feared from this source. Nevertheless it is noteworthy that from Berlin to Hamburg is only a step, as cholera travels, whilst from Hamburg to New York is but another. Through Hamburg Russia sends us every week thousands of her emigrants. There is cholera in the region around Bari, in Southern Italy; several cases have been reported from Vienna, as also from Spandau. The melancholy tally up to September 16 last, in this epidemic of "Russian cholera," was 182,327 cases, with 83,613 deaths. In the presence of these appalling facts, a brief reference to what has been known of the disease in the past may be appropriate.

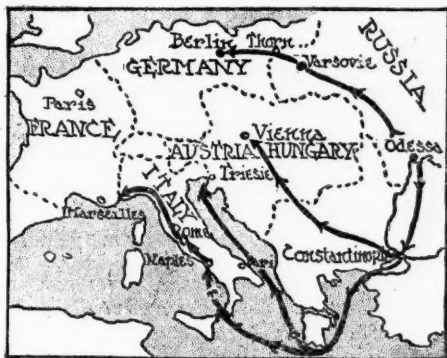
It is an epic reflection of history that, had Mahomet's hegira been made in the winter rather than in the hot season, millions of human lives would not thereafter have ended prematurely; immeasurable suffering and stupendous material loss would not have come to pass. Though cholera does not entirely disappear in winter, the microscopic vibrio which is its essential cause loses much of its virulence during its hibernation; the disease is not fairly active until the spring-time, and does not luxuriate until the summer.

THE MECCA ROUTE TO SOUTHERN EUROPE

India would seem to have been the original home of cholera, which for countless generations she has been distributing throughout Asia and to her westward. There are two main routes by which this distribution has been effected: the first of these is by way of Mecca, and thence to the Mediterranean countries; the second is by way of the Caucasus, the Don, the Dneiper, and other rivers coursing northward into Russia, to St. Petersburg and the Baltic.

By the first route was spread the dreadful epidemic of 1885, which fell with especial severity upon Marseilles and ravaged the peninsula south of the Pyrennees, so that Spain had more than a third of a million sufferers and 120,000 deaths. Mecca has,

since Mahomet's time, been in some sort an entrepot with regard to cholera. The devout Asiatic Mussulmans have been making their pilgrimage thence overland by foot or by caravan; or through the Red Sea by sail and also in latter times by steamboat; and also by the Hedjaz railway. Most of those pil-



MAP SHOWING THE SPREAD OF CHOLERA IN EUROPE

grims have been and are absolute fatalists, and neither know nor care about sanitary precautions; in the observing which there was no merit to be acquired. So these pilgrims, many among them cholera sufferers, have through the centuries been visiting the Prophet's shrine, and have bathed, when they could, in the holy wells; and thus has Mecca become a center of cholera infection subsidiary to India.

There are European and African Mahomedans just as devout and every whit as fatalistic as their Asiatic brethren that have come Mecca-ward, bearing cholera from the Orient; and these pilgrims from the West have commingled with their fellow worshippers in the Holy City, so that they have in their turn, in their homecoming, distributed the dreadful infection to Northern Africa, to Egypt (whence it was taken by Moslem pilgrims six years ago); to Syria and the Mediterranean countries. Mecca has always been a dirty and most insalubrious city; especially has its water been bad, although Asiatics are now forbidden bathing in the holy wells. Professor Chantemesse, an authoritative worker, observed recently that the present conditions

are not greatly improved over those of other generations. Such measures of disinfection and quarantine in general, as are now enforced in Mecca, are no protection to other communities; they do not prevent the cholera sufferer, the "cholera carrier" and the cholera contact from spreading the infection. And the Hedjaz railway, now completed to Mecca, furnishes an additional source of anxiety to Occidental communities; since it is a much speedier route, and one more difficult of surveillance than that by caravan or the Red Sea.

ST. PETERSBURG AS A CHOLERA DEPOT

But it is especially the second route rather than the first by which the gruesome destroyer is to-day traveling; Mecca does not now so much concern the civilized world as does St. Petersburg, which has come to stand in quite the like relation to India as Mecca has through centuries past. Like Mecca, St. Petersburg is in our generation a depot subsidiary to India for the distribution of this dreadful infection.

The people of St. Petersburg recognize in the cholera their "Asiatic guest"—which has come annually to make its more or less insistent and always unwelcome visit. Every fall those unhappy people pray (doing little else) for an early winter, so that the cholera may mitigate its activities; then it simply goes into winter quarters, to be as regularly expected to go murdering its hosts with the congenial warmth of the vernal sun. Every year with the melting snows comes the warning—which as regularly finds the hosts most inadequately prepared for the "visitation."

But two years ago, in the summer of 1908, St. Petersburg averaged 170 deaths every day (how many more were unrecorded?) from this disease, which is preventable by means extraordinarily simple. Cholera was spread by the premature dismissal of patients from the overflowing hospitals. One constantly saw ambulances—black for the dead, gray for the sick. Something of comic relief was injected into the tragedy by the behavior of certain of those military men who had shortly before so conspicuously proved their Martian virtues in Manchuria. The prostration of these gentry (simulative of the real disease) was extreme; however, their reflexes (consequent upon "nervousness") were found upon bacteriological examination to manifest, not cholera, but only the fear of cholera—nothing but just contemptible cowardice.

The priests were making processions

throughout the city, in which the population very largely took part; nothing worse in all the circumstances could have been done—there could have been no surer way of spreading the infection. Ikons were being supplanted, whilst elementary intelligence—surely as divine a gift as any other human faculty—was being most crassly held in abeyance.

Those miserable, benighted people of St. Petersburg, especially the poor in the overcrowded districts, have had to die of cholera, precisely as they are dying to-day, because they have been drinking the polluted waters of the Neva, and of the vibrio-permeated canals traversing the city. Yet in the hills near by, there is a lake of purest God-given, crystal water—which, if it were aqueducted at a cost of but a moiety of the sums those pitiless grand dukes batten upon, not a single death, not one hour of suffering, need be the tribute to cholera in St. Petersburg.

RUSSIA'S RESPONSIBILITY

But has not also the civilized world outside Russia some grievance; can she fairly claim to live for herself alone in these premises? It is truly observed that as a disseminator of cholera Russia is to Europe and the Americans what India is to the Orient. Not to consider eras previous to our own, the first and the most dreadful of all the modern cholera outbreaks traveled at a foot-pace, Wandering Jew-wise, across Russia, from 1828 to 1831; in the latter years there was a most virulent epidemic in St. Petersburg; whence England was next reached and in the following year Paris. This was really a pandemic, since the Western hemisphere—indeed, the greater part of the world, was afflicted. Some progress was thereafter made in the prophylaxis of epidemics throughout Western Europe—but not in Russia. In June of 1848 the cholera again came up from the South and made itself at home in St. Petersburg; in August of that year it had appeared in Berlin, in September in London. During this epidemic the cholera mortality in other parts of Europe was not comparable with that of Russia, in which mediæval region from 117,000 to 800,000 human lives were sacrificed. In this she far surpassed all the rest of Europe.

In 1892 Russia again made herself responsible for cholera in Europe and south beyond her borders; and many among our own people were terrified at the time. A single hideous month in that year, August, gave Russia 25,984 recorded deaths. In that August the

epidemic spread from Russia to Austria, from St. Petersburg to Hamburg, and thence to England and New York. That summer gave Russia 100,000 reported dead. Except Hamburg, European cities outside of Russia came off with mortalities comparatively smaller than in previous epidemics; though the spread of the disease was then expedited by more rapid and modern means of travel.

HOW AMERICA IS SAFEGUARDED

There is, however, no occasion for alarm among us with regard to the present European epidemic; this is important to observe—for a blue funk is wonderfully predisposing. We should have among us no ignoble cases of psychic cholera. Our coast quarantine authorities, especially at the harbor of New York, are known to be cautious, tried, and most adequately able to cope with any possible dangers—and this especially in view of the fact that the incubation period of cholera (from the time of incurring the infection to the manifestation of symptoms) is from one to five days, so that a case should have developed sufficiently for diagnosis aboard ship and before reaching our shores. Of course, it must be stated, this will not eliminate the "cholera carrier" (who may carry the infection, though not himself ill), nor the cholera contact.

And the authorities at Washington give as little reason for fearing the transmission to us of this Asiatic guest. The Public Health and Marine Hospital Service has had orders sent to the American consuls at Hamburg, Bremen, Antwerp, Rotterdam, Marseilles, Havre, Cherbourg, Genoa, Palermo, and other cities to detain steerage passengers from all parts of Russia, with their baggage, during five days, for observation and disinfection before allowing them to take ship to our ports. The guard at our ports of entry is being doubled; every quarantine officer in the service has received special instructions for the examination of vessels from ports suspected of infection or of carrying passengers from suspected districts.

HOW THE DISEASE IS CONTRACTED

Yet we are not to rely entirely upon quarantine measures for our cholera prophylaxis. Such prophylaxis is in theory most simple. Cholera is strictly an ingestion infection; it is contracted through the cholera vibrio, from the excretions or the vomit of patients,

finding their way in food or drink into the mouths of healthy people—and in absolutely no other way. Cholera is not an air-borne infection—it is a contact infection; there is no danger from the air (as, for example, in smallpox), or from simply being in the vicinity of cases. No food is eaten in the sick room by the attendants, nor is water drunk there; and every time the hands touch the patient's they are carefully washed. Drinking water and food are carefully chosen. The water is boiled, the food thoroughly cooked and eaten immediately; flies are to be kept from lavatories: such precautions are of course essential only in the immediate presence of an epidemic.

A WATER-BORNE DISEASE

Whilst the purity of food and of other potable fluids must be guarded, "a sewage-contaminated water supply is responsible in practically all cases for the epidemic prevalence of cholera. Scattered cases of the disease may occur in a city with a pure water supply, but no general and wide-spread infection need be feared so long as the water supply remains uncontaminated." Epidemic cholera is in essentials a water-borne disease; and should it become at all widely distributed in this country, one could predict with a high degree of certainty those sections and even the communities that would suffer most severely. The *Journal of the American Medical Association*, upon statements in which this paragraph is based, further observes that "it is more rational to expend our efforts in improving general sanitary conditions in this country than to establish a shotgun quarantine and attempt—probably in vain—to prevent any person harboring cholera vibrios [carriers and contacts are, I presume, here implied] from landing on our shores. Attention to the ordinary demands of civilization, the elimination of sewage from our water supplies, the insistence on clean milk and bread, the banishment of the common drinking cup and the roller towel, the extermination of the house fly and other vermin, the observance of a decent degree of cleanliness in the streets and in the house—such measures will go far to avoid the danger of cholera epidemics now and henceforth. More than once has it been shown that in default of an efficient system of national and municipal sanitation, quarantine is but a broken reed."

In the same genus with Asiatic cholera is American typhoid; but that's another story.

LEADING ARTICLES OF THE MONTH

THE CONSERVATION OF COMMON SENSE

THE editor of the *North American Review*, in his article entitled "A Plea for the Conservation of Common Sense," in the September issue of his magazine, utters a warning. He says: "Let us never forget that the greatest inherent resource of the American nation is common sense." Admitting that a spirit of unrest dominates our land, is there—if it be true that the condition of the country is sound—any reason why we should succumb to despondency? On the contrary, we ought to find the root of the distress and apply such remedies as seem most likely to produce beneficent results. The editor goes on to ask:

What, then, is the matter with the United States? The government still lives and is well administered. The Constitution continues to be upheld by our chief tribunal as the bulwark of human liberties. Freedom of worship of God and freedom of schools for succeeding generations are inviolate still. Poverty is rare. Physical suffering that could possibly be alleviated by action of the State is not observable. Never before in the history of the world has so great a nation as our nation been so signally blessed with respect to all things that subserve the happiness, the contentment and the opportunity of its citizens. And yet it is true that, for the time, the business of a mighty commercial country is, in a comparative sense, at a standstill, development of natural resources has practically ceased, essential confidence among groups or classes is seriously impaired, and the very air is laden with apprehension of startling and grievous happenings.

As to the bases of these strange forebodings, he thinks the tangible fears may be summarized as follows:

- (1) Apprehension of war.
- (2) Oppression of the poor by the rich.
- (3) The tariff and the trusts.
- (4) Common extravagance.
- (5) The disestablishment of credit.
- (6) Effects of popular agitation.
- (7) The undermining of our political institutions.

In all these there is nothing new or strange to our country or to any other country, as the editor shows by an analysis of the causes of disquietude.

What, asks the editor, are the tokens of danger? War with Great Britain, France, Germany, or Russia, is a contingency too remote to be worth consideration. There

only remains Japan; and the Japanese, so far from indicating any desire for war, have "demonstrated by every word and deed a capacity of judgment, even of forbearance, such as would reflect credit upon the most sober of Anglo-Saxons."

In this country there is no direct oppression of the poor by the rich.

To this day, in nearly all lands except our own, real dominance is exercised openly by a class. In Russia autocracy still rules; in Germany monarchy "bequeathed by God" still has the final word; in Italy, the nobility; in England, the aristocracy; in Spain, but yesterday, the Church; even in France, clearly a class, the socialists, hold the balance of power. Here we find no such ascendancy. The individual is still his own master at the polls and in his home. Serfdom is no more. Personal service is not synonymous with political servitude. Ours is still the land of the free.

Assuredly there is no visible breach in the wall of government of and by the people.

But it is said that "a privileged class is growing up under the rose, that mere wealth wields undue influence in legislation, that the few fatten upon the many, that excessive tariffs no longer tend to develop industries, but are become no more or less than evasive taxes; that obnoxious and detrimental trusts thrive upon advantages thereby obtained."

True, to a great extent, these charges undoubtedly are, and the American people recognize the fact. Neither of the great political parties ignores responsibilities in proposing remedies. But great problems like these cannot be resolved in a day.

As to extravagances, the editor tersely remarks: "Profligacy caused the downfall of the Roman Empire. Prudence builded England. And we of America are of Angle, not of Latin, stock. . . . The present national administration is bending its best energies to effect economies."

In the disestablishment of credit the editor finds "the most obvious cause for prevailing depression."

Financially, the country is stronger than ever before in its history. The masses are practically free from debt. Money is held by the banks in abundance and rates are low. And our currency is sound as gold because gold is its basis. Why,

then, does Capital pause upon the threshold of investment? The answer we believe to be plain. It awaits adjustment of the relations of government to business. And Capital is notoriously timid.

The editor contrasts the present situation with that of recent years, pointing to the fact that the perils of the past, which seemed most ominous, have disappeared like the mists of the sea. Never in the history of the Republic has there been a time when, like to-day,

so few vapors clouded the skies. As to our political institutions, patriotism is the basis of them; and the very children are imbued with the patriotic spirit. The future is really bright; for the present but one thing is needful: conserve and apply without cessation our national common sense, and "soon it will be found that all the ills of which we complain but know not of are only such as attend upon the growing pains of a great and blessed country."

AUSTRIA-HUNGARY AND UNIVERSAL SUFFRAGE

WITH the exception of Russia in the eastern hemisphere, and of the United States in the western, the population of Austria-Hungary includes a greater number of distinct races than that of any other country on the face of the globe. The Germans represent the Germanic race; the Magyars, connected with the Finnish race, claim to be a separate people descended directly from the Huns of Attila; the Italians of Istria and the Rumanians in the east of Hungary are the Latins of the Empire; and the Czechs, the Slovaks, the Poles, the Ruthenians, the Serbs, and the Croats belong to the Slavic race. In 1867, writes Mr. André Chéradame in the *Revue de Paris*, of all these peoples only three counted politically: the Germans and Poles in Austria and the Magyars in Hungary. All the other nationalities were still imperfectly informed as to their rights and without the means to manifest their will. In Austria, after 1867, the Polish-German supremacy was solidly seated on an electoral law; but the Austrian Slavs, Czechs, Slovaks, Serbs, and Croats, all failed to make themselves heard. The Czechs of Bohemia, however, soon furnished an example of one of the finest national renaissances recorded in history.

After reconstituting their language, they acquired a beginning of wealth which enabled them to create numerous and prosperous industries. In the intellectual and artistic field they made for themselves an enviable position. Finally, in politics they took such a firm stand on their rights that, without any lack of loyalty to the reigning dynasty, they claimed at Vienna for themselves and for the other Austrian Slavs an influence proportionate to their number. . . . For a long time at Vienna the authorities pretended not to hear; but new circumstances caused the sovereign to take decisive action. While engaged with Japan in her struggle, Russia experienced the threatenings of revolution. The Czar was inclined to a constitutional course. This example struck Francis Joseph; and as at that moment he detected what threatened to be serious difficulties with his

Magyar subjects, and as he felt the need of being surrounded in Austria with a more contented people, he in 1906 pronounced in favor of universal suffrage. The entourage of the sovereign made great efforts to dissuade him from carrying out the reform; but the will of the Emperor overcame all resistance, and the law of January 26, 1907, established the right to vote in Austria on a basis of universal suffrage. It must be added that absolutely electoral equality is still far from being realized.

In Hungary, at the census of 1900, the 19,254,559 inhabitants of the kingdom were made up as follows:

Magyars	8,742,301	Ruthenians . .	429,447
Germans	2,135,181	Croatians . . .	1,682,104
Slovaks	2,019,641	Serbs	1,048,645
Rumanians . .	2,799,479	Others	397,761

The non-Magyar nationalities represent 54.6% of the whole. Now, of 435 deputies of which the Parliament at Vienna is composed, the non-Magyars have only 8. The whole of the 19,000,000 inhabitants have but 900,000 electors. Besides, the voting is both public and oral. At the electoral bureau each elector must say in a loud tone, "I vote for Mr. So-and-So." It is to these arrangements that the Magyars owe the maintenance of their hegemony. The non-Magyars protest: they claim universal suffrage and secret voting.

Emigration has an important bearing on the situation. There are in Hungary numbers of agricultural laborers who exist with difficulty. These have lost many of their fellows, who have emigrated to America. In 1907 alone the formidable total of 209,000 emigrants was reached, thus disclosing economic conditions of an unfavorable nature. In this connection M. Chéradame remarks:

The Magyar masses, who cannot secure their own claims, are found in accord with the non-Magyar nationalities in demanding universal suffrage. No one in Hungary openly defends the present electoral régime. . . . The non-Mag-

var nationalities desire universal suffrage pure and simple, direct and secret; but the reform, if introduced, would mean the loss of hegemony to the aristocracy and the large landed proprietors. . . .

Many prominent Magyars have expressed frankly their objections to universal suffrage. One termed it "the leap into the black abyss." Another said: "Austria desires universal suffrage in Hungary in order to reduce us

Magyars by letting loose on the country the Pandemonium of nationalities." The struggle is now against the idea of the plural vote; and what, asks M. Chéradame, will be the solution? He thinks that in Hungary, as in Austria, it is the sovereign who recognizes the necessity and the interest of a reform; and it is the king himself who goes energetically forward in the direction of universal suffrage.

THE CHINESE-PORTUGUESE DISPUTE OVER MACAO

AFTER nearly four hundred years of occupation of her settlement Macao in China, Portugal finds herself in imminent danger of losing that possession, or at least, of losing a considerable portion of its area. Macao is about forty miles west of Hong Kong, and is situated on a little peninsula—really an island that, by the action of the tides, has been connected by a neck of land with Heung-shan island on the north. Of its total population of about 64,000, only some 4,000 are Portuguese. The Portuguese paid ground rent ranging from \$500 to \$700 a year until 1848, when the charge was abolished. On March 26, 1887, China confirmed "the perpetual occupation and government of Macao and its dependencies by Portugal, as any other Portuguese possession." In 1904, a commercial treaty was concluded between the two powers, the only reference in which to Macao waters was Article 4, on coöperation in regard to the suppression of smuggling.

According to the *Far Eastern Review*, the Chinese near Macao are anxious to drive out the Portuguese, whose control of the inner harbor they especially resent. The *Far Eastern Review* quotes a letter from Mr. W. H. Donald, correspondent for the *New York Herald*, which gives an interesting description of conditions at Macao. He writes:

The gentry and peasantry of Heung-shan, the district adjoining Macao, were influenced by the agitators, formed societies of their own, and joined in the movement. They ultimately worked themselves up to such a state of alarm that they saw a Portuguese invasion imminent. Steps were at once taken to cut off Macao's food supplies, and the word went round that every second able bodied man was to be enlisted in a "volunteer" organization. Appeals were made to the Viceroy of Canton for a force of soldiers and artillery, but the Viceroy snubbed the applicants by telling them that he knew better than they when and where to send soldiers.

The Canton agitators had in the meantime over-run themselves by the irresponsibility of their utterances, and orders to the Viceroy from Peking brought about their temporary suppression. Public clamor ceased for a time, but a private propaganda was instituted which had the effect of, if anything, further inflaming the public mind.

The ignorant were told that Portugal had no shred of right in Macao at all, that the whole of the territory occupied had been filched from China, and that the hearths and homes of the Heung-shan people were in danger. And the ignorant were not slow to signify that they were ready to assist in not only defending their homes but in chasing the Portuguese into the sea.

The question of jurisdiction was raised in 1908, when the Japanese steamer "Tatsu Maru" was seized by the Chinese authorities in the waters of Macao while endeavoring to land a cargo of arms.

The Portuguese Government asserted that the vessel was seized in Portuguese waters and therefore not amenable to Chinese jurisdiction. Portugal claimed jurisdiction over littoral waters by right of treaty and the authority of international law. China replied that Portugal was not entitled to any measure of maritime control in the waters referred to. A conference was then arranged between the Chinese and Portuguese Governments. Sir Joachim Machado, K.C.M.G., represented Portugal and H. E. Kao Ehr Kim, China. Hong Kong was chosen as the place for the conference and several meetings were held without making any definite headway and suddenly, on November 13, it terminated. The matter was then referred to Peking and little has been heard from it since then.

Mr. Kao Ehr Kim is a cultured, fair-minded man who found himself in a decidedly awkward position.

The recipient of frequent letters threatening assassination if he conceded any of Portugal's demands, the butt of a stream of cablegrams from Chinese from all parts of the world warning him that Chinese rights must be upheld by him and not one particle of Portugal's claims be conceded, and the victim of a group of designing men who harried

him even to bringing about his impeachment upon imaginary charges by the Board of Censors at Peking, he was afraid to move. . . . Throughout the whole conference he maintained a demeanor stolidly in support of the claims of the people, his sole object being to bring the negotiations, so far as he was concerned, to an end, and leave the subsequent arrangements to Peking.

General Machado, for the Portuguese, at first claimed an area of some 120 square miles,

which he after reduced to 60; but this did not satisfy Mr. Kao. The latter, in an interview with Mr. Donald, stated that the Chinese of Macao and Kwantung complain of the smuggling of arms through Macao, and that the Portuguese have usurped a good deal of the area over which they now claim jurisdiction. At present the outcome of the dispute seems to be very uncertain.

CANADIAN RECIPROCITY

THE question of tariff reciprocity with Canada, always a live issue in the New England States, is discussed in the *Atlantic Monthly* for October by Mr. Henry M. Whitney, who lays especial emphasis on the fact that the large trade area of American industrial centers, in sharp contrast to those of European cities and countries, has caused a remarkable development of American manufacturing enterprises, particularly in the Middle West. Having so large an area to trade over, American manufacturers have been enabled to specialize their products and to produce more cheaply than if they were confined to a limited trade area, as are some of the European countries. In several of the Middle Western States, for example, the capital invested and the number of men employed in manufacturing establishments are nearly or quite as large as in the older States of the East, where manufacturing is now, and always has been, the chief occupation. Illinois has usually been regarded as an agricultural State, yet the capital invested in Illinois manufacturing plants is nearly equal to that invested in the same kind of establishments in the State of Massachusetts. The State has nearly as many wage earners in manufacturing establishments as it has persons engaged in agricultural pursuits.

Mr. Whitney foresees that Western industries will, in the future, compete even more keenly with Eastern manufactures than now. He therefore believes that Eastern manufacturers should at once seek a market to the North and East. Since Montreal, which he characterizes as the Chicago of the Dominion of Canada, is only 350 miles from New York or Boston, while Chicago of the United States is 1000 miles away, he argues that the removal of the tariff barriers between the two countries would result to the mutual advantage of all concerned. We have ourselves seen the benefit of free and unrestricted trade over an area of 3,000,000 square miles. If

Canada be joined with us we shall have a trade area of 6,000,000 square miles.

Mr. Whitney admits that there are serious difficulties in the way of immediate reciprocity negotiations with Canada. One thing that seems to stand in the way is the preference on certain manufactured articles given by Canada to England. Mr. Whitney admits that the United States can hardly be expected to grant England this preference over the trade of other friendly nations, but if our tariffs were to be reduced on goods of English manufacture, the greater opportunity of trade with 100,000,000 of people would go far, he thinks, toward compensating England for some loss in her trade with 7,000,000 of people.

As to possible Canadian opposition Mr. Whitney says:

Some resolutions that were passed a few months ago by the Board of Trade and Chamber of Commerce of Montreal have been quoted far and near as evidence of the opposition of Canadians to reciprocity with the United States. One of the reasons given was that if Canadians were permitted to buy of the American manufacturers they would get their goods cheaper than if confined to the home market. Whether this would or would not be the fact, I am not prepared to say; but if such would really be the case, it would seem an argument, so far as the mass of the people are concerned, in favor of reciprocity rather than against it. Another objection, and the most important one, was that free-trade relations with the United States would tend to weaken the attachment of the Canadians to the mother country. This must not for a moment be considered. The interest that the mother country has in her colonies relates almost wholly to her trade affairs, and I see no reason why these should be disturbed to any great extent. As to this "attachment" to the mother country, if it would be imperiled by friendly trade relations with the United States and if such relations would create a sentiment in favor of annexation, then the "attachment" cannot be very strong. The very objection carries with it inherent evidence of its weakness, and of the strength of the annexation sentiment.

What might ultimately be the political effect of the establishment of friendly trade and social re-

lations between the United States and Canada, is a problem that had best be left to work itself out in the years to come. It is quite possible, indeed I think it quite likely, considering the number of questions of domestic and foreign policy which might arise under such a condition, that the two nations would in the end become politically one; but that would be a long way in the future, if it ever came to pass at all.

I do not, however, accept the expression of the Board of Trade and Chamber of Commerce of Montreal as expressive of the final opinion of the mass of Canadians.

If, however, a reciprocity treaty on broad lines is not possible at the present time, owing to the attitude of the Canadians, Mr. Whitney can see no reason why we should deny ourselves the advantage that would accrue to us from at once allowing the products of Canada's fisheries, farms, forests, and mines to come here free of duty, since these are things that we need and soon must have from some outside source.

CANADA'S PLAN OF AVERTING THE YELLOW PERIL

SIR WILFRID LAURIER in his capacity of Prime Minister of Canada has made many notable addresses; but it is doubtful if he ever made a more convincing one than that delivered by him on the occasion of his last visit to Vancouver, when he dealt with the subject of Asiatic immigration. Perhaps, says *Canadian Life and Resources*, not since the early years of British Columbia's history as a member of the Canadian Confederation, when the delay in building the Canadian Pacific Railway threatened to break the newly formed ties uniting the people of the Pacific Coast with those of Eastern Canada, had there arisen in that Province a question so charged with the possibilities of serious trouble. Sir Wilfrid faced the problem squarely, and discussed it frankly and fully. There were several interests to be considered: the interests of the people on the Coast; those of Canada as a whole; and, above all, the interests of the Empire. The Prime Minister went on to say:

Looking to the fact that the interest of Britain is worth while, it should be our paramount consideration as Canadian and British subjects to preserve friendly relations between Great Britain and the Asiatics. To maintain these good relations, immigration must be controlled, checked and kept within reasonable bounds. . . . For countless generations the nations of Asia had been ground down by despotism and were in a condition of penury and dejection as to food, garment and lodging. Frugality became sordidness and the Oriental was able to work on the fraction of the wage necessary to maintain a white man in respectability. To admit the Oriental indiscriminately under such circumstances would be to create an economic disturbance fraught with evil consequences.

Sir Wilfrid reminded his audience that under the government of the late Sir John Macdonald a head-tax of \$100 was put on the Chinese. The present government had

been asked to increase this to \$500 and to place the same amount on the Japanese. With the first proposition he had agreed. No national or imperial relations were involved. With the Japanese it was different. Close and friendly relations existed between them and the government of King George. The Premier had therefore appealed to the Japanese consul not to force Canada to repel his people, and had suggested that the Japanese Government control the matter itself.

The result was an engagement to limit immigration to 400 per year, which operated from 1900 to 1907. Then the government of Japan turned a new leaf, adopting many British institutions. Canada became a party to the commercial treaty with Japan. In 1907 there was a sudden influx of Japanese immigration. It was charged that the treaty had over-ridden the agreement. Hon. Mr. Lemieux was despatched to Tokyo, and was able to secure the re-enactment of the immigration restriction. This undertaking had been scrupulously observed to the present time.

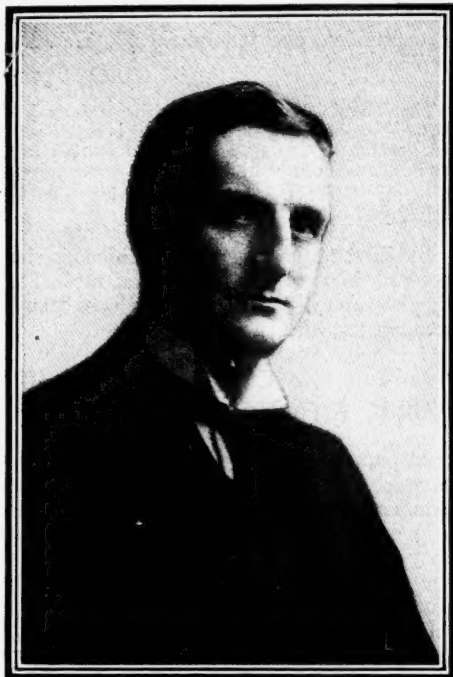
Now a new problem had been presented in a new immigration—this time from the British country of India. Hindoos were employed in cement works and elsewhere on the Pacific Coast. To quote Sir Wilfrid further:

These men could not be turned back ignominiously by a man who prides himself on being a British subject. True, the color of their skin was not the same, but they were British subjects, many wearing uniforms and fighting British battles. Hon. Mackenzie King was sent to Calcutta. His mission was confidential, but since that time not one other man had come from India.

Now, frankly, which is the better method? Why is not my vision as good as the vision of those men who attacked me? . . . California offered to humble the Japanese and Chinese residents, and the President of the United States had to go down on his knees and beg the local authorities to change their tactics.

Britain adopted a different method.

SOME CRITICISMS OF ENGLAND'S FOREIGN SECRETARY



SIR EDWARD GREY, THE BRITISH SECRETARY OF STATE FOR FOREIGN AFFAIRS

(From a photograph taken late in August)

THE present head of the English Foreign Office, Sir Edward Grey, who has held his secretariat since December, 1905, occupies in the political world an almost unique position. A writer in the *World's Work* (London) says of him: "No man ever assumed the direction of the foreign affairs of this country with more cordial support from both of the great Parliamentary parties. Strange as it may appear in modern political life, he had, and still has, no enemies at all." This very fact, however, adds Mr. Perceval Landon, the author of this statement, lends a very much more serious significance to the not unkindly but continual criticisms which are now to be heard. It is generally admitted that with, perhaps, the exception of Sir Charles Dilke, Sir Edward's acquaintance with foreign questions is far greater than that of any other man on the Government side in British politics. Also, in every case in which a traditional policy has had to be maintained, his management has been excellent in every respect; and he has continued the foreign

policy handed down to him by his predecessor, Lord Landsdowne. But when some sudden complication has arisen, it is alleged that he has shown his inability to translate British tradition into action.

Mr. Landon bases his criticisms of the English Foreign Secretary on the policies adopted by the latter in regard to Egyptian, Turkish, and Persian affairs, and on his attitude toward Germany. It is in the case of Egypt that Sir Edward "has especially bewildered the sympathetic content and confidence of his countrymen." We read:

It is often supposed that the nationalist agitation in Egypt began with the arrival of Sir Eldon Gorst in 1907, and that to his weak handling of a dangerous movement the recent troubles and manifest failure of the English policy in Egypt are due. This is by no means the case. The troops that kept the roads on the occasion of Lord Cromer's final departure had ball cartridges in their pouches. The departing British Agent had long to deal with a widespread if not as yet an embittered nationalist movement; and something of the trouble which Sir Eldon Gorst immediately encountered would have been experienced by Lord Cromer also had he remained.

Sir Eldon Gorst is a brilliant man who as a second-in-command has no superior in the Diplomatic Service to-day. But an abiding tendency to shirk responsibility largely destroys his usefulness as a minister-plenipotentiary. . . . After Sir Edward Grey had discovered the one weakness of Sir Eldon, he should have set himself to minimize the difficulty which it was sure, if unprovided for, to create. This the Foreign Secretary did not do; and the result has been that the Foreign Office has been called upon to father a policy which was based upon a mutual understanding.

With regard to Turkey, Mr. Landon says the man in the street wants to know why, after the triumphal entry of Sir General Lowther into Constantinople in 1908, England's influence with the new régime has dwindled so alarmingly. The explanation is that the Foreign Office underestimated the diplomatic importance of the chance offered to England to coöperate in the reorganization of the Turkish navy—a chance which Germany seized, with the result that England has had to yield pride of place to the indefatigable Teuton on the shores of the Bosphorus. The large irrigation works of Sir W. Willcocks in Mesopotamia gave the English Foreign Office an excellent opportunity to regain its position, but it was allowed to slip. The time to take up a final position in regard to Turkish aspirations was when the

new régime was founded two years ago. But Sir Edward Grey did not think so.

Irresolution has characterized even still more England's relations with Persia. The Anglo-Russian convention of August 31, 1907, has worked badly. Mr. Landon writes:

It is now accepted by practically all students of Central Asian affairs that the demarcation of the relative spheres of interest was ridiculously unjust, so far as England was concerned. . . . Germany has secured a considerable footing in Teheran Vacillation and indecision still continue to mark English relations with Iran, and that loss of prestige which England has suffered in all parts of the Mohammedan world is more marked in Persia than elsewhere.

Of all European countries, Germany is the one with which England's standing needs to

be honorable to herself, and Mr. Landon calls to remembrance the fact that on the only occasion on which England found herself in sharp opposition to the foreign policy of Germany, the retreat of the former was "complete, sudden, and ignominious." He adds, significantly:

That Russia "let us in" over the business [the Austro-Russian controversy of 1909] is undoubted; but general public opinion asks that our Minister for Foreign Affairs shall not so manage our foreign relations that a "let in" of this ignominious nature should be possible.

Sir Edward Grey's policy in China also has exposed him to the charge of neglect of English interests whenever they have been in competition with those of Japan.

REFORMS IN THE CONGO

SINCE her annexation of the Congo Independent State in September, 1908, Belgium has been busy housecleaning in her new colonial possession. Various reforms, initiated by the Belgian Minister of Colonies and approved by King Albert, went into effect on the 1st of July last; and they give evidence of the Belgian monarch's desire, voiced at his coronation, to justify in the eyes of the world the sovereignty of Belgium over the Congo. These reforms include the substitution of native for white officials, a reduction in taxes, restriction of obligatory native labor, and, indirectly, the suppression of polygamy. The critics of the old régime in the Congo, writes M. E. Goffart in the *Revue Générale* (Brussels), were wont to say that it might be appropriately characterized in two phrases: (1) monopolization of the land and of its spontaneous products, and (2) excessive cultivation of the domain by forced native labor. The new policy, which has been described by the Belgian King as one of humanity and progress, is, says M. Goffart, precisely the reverse of the old one.

The acquisition of lands for factories was difficult: henceforward they will be sold at a low price and with a minimum of formalities. The harvesting of forest products, notably of the precious caoutchouc, was forbidden, save by the legal proprietor: the state, which in nearly every case stood in this relation, abandons its rights. Transportation was slow and costly: the Government has developed routes and reduced the tariff. The native tax was paid in labor: it will now be collected in cash.

The three leading products exported from the Upper Congo are ivory, caoutchouc, and

copal; and of these the last two were almost completely withdrawn from independent commerce owing to the obligations of ownership or concessions of the land from which they were gathered, while ivory, a product of the chase, formed the object of a limited traffic. The new legislation includes a radical reform in the right to harvest vegetable products, and a regulation of the commerce in ivory the definiteness of which precludes any dispute as to its terms. By a decree of March 22, 1910, administrative exploitation of domainial lands is renounced; the new arrangement to take effect on July 1, 1910, 1911 and 1912. The area of the territory thus thrown open on the first of the dates mentioned equals in extent twice that of the State of Texas; and on and from July 1, every person owning a permanent factory or duly licensed as a traveling merchant, may, on furnishing himself with a permit costing 250 francs, gather caoutchouc or copal from any domainial land not leased or granted, or may purchase these products from the natives. A small tax to cover the cost of replanting is imposed; and certain safeguards against the destruction of the rubber-trees and lianas are established. Under the old régime the license to gather caoutchouc cost 5000 francs; and the native who gathered it was obliged to hand the product to the proprietor of the land. Now, the native who does not export directly may gather freely without payment.

With regard to the ivory trade, the decree of March 22, 1910, provides that all ivory, wherever found, shall be registered at the post nearest the spot where it was secured by

the hunter or purchased. A certificate is to be given to the possessor of the ivory, and if the latter is in the crude state, it shall be marked with a special mark. Thus furnished, the holder of the ivory may travel freely without molestation from any functionary on the ground of doubt as to his legal possession of the product. On the other hand, if no certificate is forthcoming, it shall be concluded that the ivory is unlawfully obtained and it shall be confiscated.

The new laws concerning forced labor, and the arrangements for its abolition, are too lengthy to be enumerated here; but M. Gofart says, with reference thereto, "If the corvée does not disappear at once, owing to the fact that its existence is associated with a state of things which must be previously

modified, nothing will be neglected by the directors in Europe nor by the local agents to ensure its suppression with the briefest possible delay."

The new native tax is a double one: principal and supplementary; and it is through the operation of the supplementary tax that polygamy in the Congo is expected to decline.

The employment of native labor in the construction of public roads is, by reason of the climate, a necessity; but here also the new legislation shows its humanitarian character. The period of service has been reduced from five to three years; regular contracts have been issued to the laborers; wages have been increased; and a better commissariat has been provided.

WHAT SHOULD BE DONE WITH LIBERIA?

THE rubber boom in the first place and the American project in the second have done much to direct attention to Liberia, the one independent negro sovereign state in Africa. Sir H. H. Johnston, who writes on the subject in the *Nineteenth Century*, can say without boasting "that few living Europeans are more intimately acquainted with West Africa." His first visit to these regions dates back to the spring of 1882, and his book on Liberia appeared only three or four years ago.

His article is full of information, up to date and to the point. He begins at the beginning by telling us the fundamental facts of location, etc.:

Liberia has a coastline of over 300 miles along the Eastern Equatorial Atlantic, a coastline facing the great steamship route to and from the Cape of Good Hope, a coastline which at present contains no safe harbor for landing, but several points which, with a moderate expenditure of money, could be made such, while there is never any rough weather to endanger ships. Here, from a strategic point of view, a great maritime nation might construct an ideal coaling station. The coast belt is not so unhealthy as some other parts of Equatorial West Africa (partly owing to the singular absence of mosquitoes), while the hinterland (no doubt due to the same negative cause) is comparatively healthy.

As regards its land frontiers, it marches on the west for about 200 miles with the British colony of Sierra Leone, and on the north and east for 500 miles with the colonies of French Senegal-Niger and the Ivory Coast. It is fairly well populated, so far as any estimates can be formed. There may be within its 40,000 square miles something like two millions of black people. About 15,000 to 20,000 of its coast population are negroes or negroes of American origin.

The negro republic does an annual trade of considerable importance with Europe. British trade comes first with £110,000 (\$550,000); then comes Germany with \$540,000; and the Dutch with \$350,000. The British have invested £100,000 in developing the Liberian hinterland. "Between 1890 and 1910 the Liberian Government and people have obtained very large sums of money from British investors, and it is entirely due to these arrangements that they have been able



EUROPE'S APPREHENSIONS OVER AMERICA'S FRIENDLY INTEREST IN LIBERIA

From Kladderadatsch (Berlin)

to fulfil their engagements in regard to the loan of 1871."

France threatens Liberia from its hinterland, Britain from Sierra Leone:

A new delimitation of frontier was given effect to by the treaty of 1907. But the unrest provoked by this coming to close quarters of France and Liberia has upset the whole country. An arrangement made to organize a frontier police force under European officers, with a British commandant, fell to pieces after a year's trial. It is difficult to apportion the blame, but of late years the Liberians have been convinced that the British Government has a design to incorporate their country with Sierra Leone.

This writer pays high tribute to the beneficial influence of Europe in West Africa. He says:

I do not, as a humble historian, indorse every detail of administration and every action of the French and of the British in this and other parts of Africa; but I do state with emphasis and honest conviction that the general outcome of their work during the last twenty years between the Senegal on the west and the mouth of the Niger on the east has been of enormous benefit to the negro indigenes of this wonderful region, the richest part of Africa in its natural products. If France, Germany, and Britain were to agree mutually to a self-denying policy and engage themselves not to lay a finger on the Liberian territory (as defined in the last French treaty) for five years, and if some persuasion could be used with the native tribes to induce them to give in their allegiance to Monrovia (and this could be done if the European powers concerned wished it), I believe Liberia, even as she stands, with only

two or three Europeans in her service, would pull herself together and gradually get straight.

Better still, he thinks, would be the adoption of a quasi-American protectorate:

Quite the best way out of the Liberian *impasse* would be the putting in force of the scheme conceived by Dr. Falkner, whereby money would be raised in the United States for the paying off of the small Liberian national debt, funded and floating. And those who raised the money would be the new creditors of Liberia; which country in return for this and other services rendered would implicitly agree to select as her advisers American subjects in the United States, and to follow their advice in all matters concerning her internal administration. Her national independence would remain undisturbed, and her commercial treaties undergo no alterations in favor of this nation or that. All existing contracts and concessions would be respected. The advice which these Americans would tender would certainly be in favor of justice toward the indigenous peoples of Liberia. Any real discontent on their part would be removed, and thus by degrees a civilized, self-governing, negro state would be called into existence, which so far from being a danger to the British or the French possessions around it, would be a friendly link between the two and a neutral ground in West Africa open to all forms of honest commerce without fear or favor.

But a *sine qua non* for the success of this scheme is that the French should keep their hands off the hinterland and that the British Colonial Office and its Governor at Sierra Leone should give the American protectorate hearty support.

ARIZONA'S OUTLOOK IN THE FAMILY OF STATES

ON the twentieth of June, 1910, Arizona, the last of the Territories save Alaska and Hawaii, was admitted to the Union; and on the twelfth of this present month she will hold her first constitutional convention. With regard to her future as a State there is one person who has no doubt, and that is her present Chief Executive. Governor Richard E. Sloan, writing in the *Sunset*, closes a particularly interesting article on "The Forty-seventh Star" with the following prognostication:

With our attractive climate, great resources, educational facilities, and the opportunities presented for profitable investments, and the rich rewards which await labor and industry, Arizona will not only speedily grow in population and wealth, but will under statehood develop a type of civilization that will astonish and at the same time will delight all the nation.

It must be admitted that Governor Sloan has good grounds for his optimism. Here are some of them: In 1870 the census showed a population of about 10,000, exclusive of Indians; to-day the State has probably more than 200,000 inhabitants. The Reclamation Service has in hand storage projects, including the Roosevelt dam (noticed in the *REVIEW* for June, 1908), one of the largest of its kind in the world, which will supply water for 240,000 acres of land. Another dam, at Parker, will supply water to 200,000 acres, of unsurpassed fertility; and the Reclamation Service experts estimate that by storage and pumping there will be available sufficient water to irrigate thoroughly more than 1,000,000 acres, which, the Governor states, is but a small part of the total area susceptible to irrigation. But the new State is by no means

dependent solely on agriculture. She now leads all the States and Territories in the production of copper; gold and silver mines are profitably worked; undeveloped coal measures seem to be of great extent and value; and recently there has been developed near Fort Bowie a marble-quarry said to be the equal of any in the world. Ten million acres of her forest lands are included within forest reserves; lumbering is an important industry; and sheep and cattle raising are extensively followed. Besides all these, Arizona has an industry that is unique in the United States—ostrich raising, concerning which Governor Sloan says:

It has been demonstrated that the conditions for the successful growing of ostriches are as favorable, if not more so, as in South Africa. The number of birds in the Salt River valley is not less than six thousand. Many persons are investing in ostrich farms, so that the industry promises to be one of the largest and most profitable in the territory.

Within a comparatively short time the transportation problem will have been solved; for, in addition to the 2000 miles of railroads in operation, new lines are being built and projected.

Arizona maintains a university; and it is claimed that its public-school system will compare favorably with that of the most advanced States of the Union.

Lovers of the humorous will probably find



HON. RICHARD E. SLOAN, GOVERNOR OF ARIZONA

amusement in the following extract from Governor Sloan's article:

The new State will start off with all needed institutions, such as a modern and well-equipped prison, an asylum for the insane, an industrial school, and a home for aged and infirm pioneers.

CAROLINE BARTLETT CRANE OF KALAMAZOO, MINISTER TO MUNICIPALITIES

WHO is Caroline Bartlett Crane? This is the question that the people of Michigan were asking a few years ago: they have no need to ask it to-day. For not Michigan only, but Tennessee and Kentucky, New Hampshire and Pennsylvania, North Dakota and Florida, all can testify that they know Mrs. Crane, the municipal expert, or, as she herself prefers to be called, "minister to municipalities." The State of Minnesota has asked for a visit from her, and next year Texas wants her. A State or a town says to Mrs. Crane: "Something is wrong with us, but we know not what. Come and tell us what it is, and how to right it"; and Mrs. Crane helps them with their housecleaning. Says Miss Helen Christine Bennett, in the *Pictorial Review* for September:

It is very thorough housecleaning. When Mrs.

Crane inspects a State or city, no detail escapes her eye. Streets, smoke, back yards, tenements, water supply, ash and garbage removal and disposal, drainage, bakeries, ice-cream saloons, dairies, butcher shops and markets and slaughter houses, parks, playgrounds, schools, jails, prisons, insane asylums, hospitals, almshouses—all these she looks over, criticizes or approves, and if she criticizes, suggests the proper remedies. And the citizens of the States or cities which call upon her, listen, convinced that she speaks the truth with regard to their shortcomings.

Mrs. Crane's municipal work really grew out of her pastoral experiences. In 1889 she was called from her first charge, in South Dakota, to the First Unitarian Church, Kalamazoo; four years later the congregation had become too big for the church, so another was built and christened "The People's Church." In 1896 the pastor, the Rev. Caroline Bartlett, gave her congregation a surprise.



MRS. CAROLINE BARTLETT CRANE

One New Year's eve a musicale was announced. As usual the church was full to overflowing. Suddenly the organ overture began to play a wedding march and before the excited congregation could catch breath, their pastor clad in white stepped to the altar, met there one of the leading town physicians and before anyone could interfere became Mrs. Crane. Kalamazoo talked late that night and went to bed with an uneasy mind. Like the small girl it was afraid of the "never-again-the-sameness" supposed to come when a woman enters married life. But Mrs. Crane continued to minister to their needs as thoughtfully and as energetically as Miss Bartlett had before her. One of her first efforts was to start a class in marketing, cooking, housekeeping, nursing and sewing, which she herself promptly joined.

In the course of time Kalamazoo incorporated in its public-school courses the kindergartens, manual training class, and cookery lessons which the new Church had introduced. Finding her Church work running smoothly, Mrs. Crane looked farther afield. She noticed that the town back yards were very dirty. Surreptitiously she photographed the worse of them, organized a Civic Improvement League, held a lantern exhibition of the Kalamazoo back yards, and found within twenty-four hours that such a cleaning had taken place that her slides were completely out of date. Mrs. Crane next attacked the butcher-shops and slaughter-houses. The conditions found were such as

to make Mrs. Crane and her visiting committee absolutely ill.

Dense black cobwebs covered the ceilings and upper walls, while within six feet of the floors, walls, posts and shelves were caked with blood, grime, grease, mold and putrid flesh. Without provision for drainage, the floors let through their cracks blood and refuse which there remained, putrefying. The offal of freshly killed animals was fed to those waiting in the pens. Rats abounded. Revolting as these details appeared they were less dangerous than the fact that animals brought to the houses were accepted, unquestioningly, in any condition, diseased or well, and promptly made away with.

Mrs. Crane got a bill introduced at the capitol providing that cities could make their own meat inspection ordinances. Hearing the bill was scheduled to be defeated, she went to Lansing, was given the privileges of the floor, and had the pleasure of seeing the bill passed by 61 to 16.

The fame of the municipal expert having spread beyond her own State, Mrs. Crane, after visiting several places and giving them the benefit of her recommendations, was asked to visit Scranton, Pa., with its population of about 130,000. One of the institutions visited was the Hillside Home, a combined almshouse, orphanage, and insane asylum.

The people of Scranton were proud of Hillside Home. The beautiful buildings with their immaculate walls, tiled floors and baths are new. They replaced sheds that a few years ago sheltered the poor and insane at Scranton, miserable wooden buildings, open to the blasts of winter. Scranton put up the new buildings and took Mrs. Crane to see them, waiting for her commendation. Mrs. Crane entered the clean rooms, looked at the immaculate beds and turned down one of the sheets. The top sheet was the only sheet upon it. She looked at the clean faces and hands of the sick, and then asked to see the feet of the patients. When the feet were uncovered, the people of Scranton turned their heads.

The following afternoon Mrs. Crane addressed a meeting of the citizens at the Paoli Theater. She told the people of Scranton that their Poor Board was inadequate, that one woman filled eight offices on their Board of Charities, that more care was given to their buildings than to their people, that one physician attended the entire poorhouse population including 440 insane, that one nurse cared for the sick, aged, infirm and insane, and for the children at the home as well, that the public schools were unsanitary and badly cleaned, and that the fire drill was a farce. The people of Scranton applauded, the Poor Board sat purple with anger, and the Mayor remained unmoved. The next morning the members of the Poor Board waxed indignant. Mrs. Crane was called a meddler, an impertinent person forcing her way into their own affairs. The papers sided with Mrs. Crane, but so bitter were the accusations that at her next meeting she addressed the citizens squarely.

"What am I here for?" she demanded. "You did not ask me to make a social call."

When Mrs. Crane left on March 12, the *Scranton Tribune* called from its columns:

"Come out, fellows, she's gone." And they came promptly, denied every charge Mrs. Crane had made, and strutted about complacently for a few hours. Then it dawned upon them that the *Scranton* press and the *Scranton* people actually believed Mrs. Crane, and if they wanted to keep their posts it meant not stating, but proving, her

assertions false. And the Poor Board of *Scranton* got to work.

This is the kind of work that has made Mrs. Crane famous. She is, however, first of all a home woman, and will leave her home for two months only in any one year. Consequently, Texas will have to wait till 1911 before it gets Mrs. Crane's services.

THE LOYALIST CITY OF ST. JOHN

AT the close of our Revolutionary War it was estimated by John Adams that at least one million of the three million people in the colonies were opposed to the Revolution in its various stages. They were most numerous, these Loyalists, in New York, Pennsylvania, Connecticut, and North and South Carolina. Although at the close of the war the Continental Congress recommended that the anti-Loyalist laws be rescinded, the States paid little attention to the recommendation; and, as a consequence, some 40,000 or 50,000 Loyalists fled from the country, a large number of them taking refuge in Canada. Some made their way to the mouth of the St. John River, in what is now New Brunswick. Their arrival is thus described by Miss Emily P. Weaver in the *Canadian Magazine*:

It was in May, 1783, that there arrived at St. John from New York a little fleet of twenty small vessels, having on board some 3000 Loyalists. The season was wet and cold, the forest dense, with the exception of the small clearing about Fort Howe, and there were no buildings to give shelter to so great a host, so the new-comers stayed on their vessels till May 18th. On that day—ever memorable in the history of St. John—they disembarked at the Old Market Slip, or "Public Landing," as they called it. . . . These first arrivals were only the advance guard of a larger army; and at the muster held in the summer of the following year, 1784, the Loyalists of St. John numbered 9260 souls. By this time they had built an "astonishing" town, and "in less time than was ever known in any country before."

One hundred and eighty years earlier Champlain and De Monts had first visited the Micmac settlement here, and, steering their little vessel into the

harbor on the festival of John the Baptist, had renamed the river, till then called by the Indians "Ouigoudi" (the Highway), after that saint.

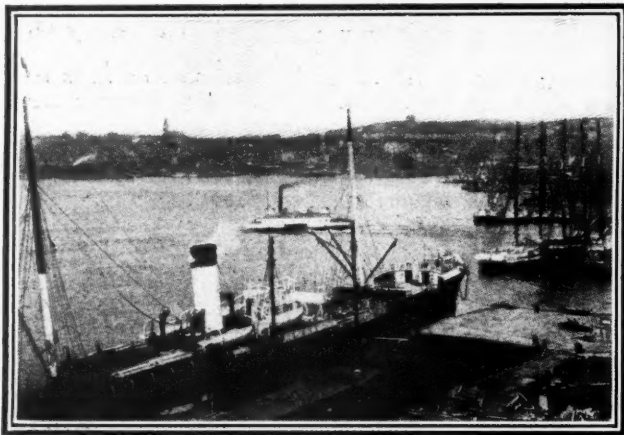
When the present province of New Brunswick was cut off from Nova Scotia, in 1785, the inhabitants of St. John evinced their disappointment that the town was not made the capital; and, possibly by way of compensation, a charter was conferred on the town under the name of St. John. Miss Weaver gives this picture of it at that time:

It was a town of log houses, many of them built about the Market Square; and, small as the community was, its life was never stagnant. If it had not had social functions to keep it alive—such as "a monstrous great ball," when thirty-six ladies and gentlemen played cards or danced till four in the morning—there were always politics to fall back upon. . . . Indeed, the first election of members of the Assembly was so fiercely contested at St. John that a riot ensued and the soldiers had to be called out.

During Napoleon's wars and the struggle of 1812, St. John became a nest of privateers. At the beginning of the latter war was built the gray Martello Tower which



PRINCE WILLIAM STREET, ST. JOHN, NEW BRUNSWICK



HARBOR OF ST. JOHN, NEW BRUNSWICK

keeps watch and ward over St. John by land and sea. This is not the oldest erection in St. John:

An actually older building is the frame dwelling known as the Chipman House, near the Carnegie Library. . . . In 1794 the Duke of Kent held a levée in the low, old-fashioned parlor, which was then one of the stateliest rooms in St. John; and sixty-six years later his grandson, our late King, slept in an upper chamber of the same old mansion.

cent years a million dollars have been spent on freight sheds, elevators, and deep-water wharves. Arrangements have been made with the Canadian Pacific Railway Company to aid in competing for the freight from the West; the ocean steamships of eight different lines make use of the wharves of St. John; and last year its exports—a third of which came from the United States—were valued at no less than \$30,000,000.

JAPANESE PAINTERS OF TO-DAY

THAT Occidentals, in spite of the opportunities they have had of studying Japanese art, have failed to a great extent to understand and appreciate the true aspirations of Japanese artists, is the opinion of Prof. Jiro Harada, expressed in the course of an article contributed by him to the *International Studio* for September, on the subject of Japanese painting. This article is the first of what promises to be a very useful series on Japanese art and artists, and is to be followed by others on sculpture, ivory and wood carving, textiles and embroidery, ceramics, bronzes, and enamels. It was at the Vienna Exhibition of 1873 that Japanese artists may be said to have made their bow to the Western world; and the singularity of treatment, subtleness of touch, and suggestive technique of the many fine works then exhibited did not fail to leave their impress upon the artistic temperament of those who studied them. Further exhibits at Chicago, Paris, St. Louis, and elsewhere caused Western connoisseurs and artists alike to become inter-

ested in Japanese art; and the display by Japanese painters at the Fine Arts Palace at Shepherd's Bush, London (in connection with the Japanese-British Exposition which is now being held there), is by far the most comprehensive that they have yet made. According to Professor Harada the difficulty with Westerners lies chiefly in the difference in the aims and ideals of pictorial art as upheld by the artists of the East and by those of the West. He remarks:

The Japanese artist endeavors to present the poetic aspect in which the object appeals to his own refined and esthetic imagination. He aims to accomplish what photography cannot—to portray the spirit of the object or scene. To paint an object as it is, to be bound by it, is to become a slave to it. The Japanese artist endeavors to soar even above nature by adding to it his own power of imagination and observation. Like the miner who extracts the gold and throws away the sand, so the Japanese artist tries to extract the beauty from nature and refine it. He reveals the charm and beauty hidden under the surface. He grasps the secret of nature and presents it on silk through human interpretation. Thus the picture

becomes a voiceless poem. Herein lies the ideal of Japanese art.

With the Japanese artist the impression is always created with the fewest strokes of the brush: "a river, by a sinuous stroke; a village, by two or three roof ridges emerging from the mist; the sea, by the curves of a few wave-crests; and a tree, by a mere branch." The Professor tells us one must learn these tricks to appreciate fully the subtle beauties of Japanese art. It is this principle of the economy of strokes that causes the Japanese artist to leave on his paper or



"BAMBOO AND FINCH," BY FUKUI KOTEI



"THINKING OF A DISTANT FRIEND IN THE AUTUMN TWILIGHT," BY TANIGUCHI KOKYO

silk a large space untouched, such blank serving to intensify the subject or to give a breadth and depth to the picture.

The rapidity and ease with which a Japanese artist works are remarkable. Professor Harada cites the case of Fukui Kotei, who three years ago painted in one summer day in Tokyo one picture for each of his 1224 guests. His task occupied him from five in the morning until half-past seven in the evening with two large brushes. This (without any intermission) would allow less than forty-three seconds for each picture. His "Bamboo and Finch" is one of the 1224. The same artist drew his "Fuji-no-yama" in one evening for the Duke of Connaught, when the latter spent a night in Nagoya.

Professor Harada gives a critical analysis of the work of the leading Japanese painters; but the list is too long for reproduction here.

Speaking of Japanese artists generally, he divides them into two classes, the East and the West; the former including those who live in Tokyo and its vicinity; the latter, those resident in and about Kyoto, the older capital. The two classes show different characteristics. To quote the Professor further:

The artists of Tokyo paint more with their head than with their hands. . . . Generally speaking, there is little in the creations of the Kyoto artists that seems to pull their pictures together. . . . They paint a picture rather with the hand than with the head.

Oil painting is a new departure among Japanese artists; and it is the general opinion of their critics that the works in oil

show a more marked advancement than the native paintings.

There are several women artists in Japan, the work of some of them comparing favorably with that of the male painters.

Tokyo has its Fine Art School, and Kyoto its Special School for Painting. The Tokyo Girls' School of Fine Arts has more than 700 students; and there are besides hundreds of *Kajuko* (art studios) in the capital and in the other cities of the country. The influence of Western art upon Japanese art is considered by many deplorable; and some doubt the long continuance of present methods and implements. Others, on the contrary, believe that Eastern art will triumph, incorporating in its own conceptions what is best in the art of the West.

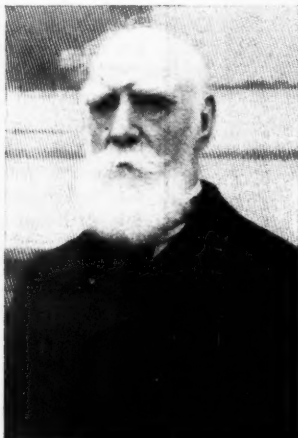
THE SUPERSTITION OF OLD AGE

THE September *Strand* contains a very interesting paper on the old man, protesting in a humorous way against the idea that this is especially the age of young men, and that old men must be laid upon the shelf. The writer asks who are doing the most and the best work—the men of sixty or the men of thirty? He inveighs against the idea of Professor Osler, that a man has done his work at sixty and is thereafter a negligible quantity. The writer makes reference to Mr. Robert Martin, of Liverpool, the inventor of the gas-stove, now in his eighty-seventh year, but still hale and vigorous. Lord Strathcona may be said to have begun his imperial renown at

seventy-five; at ninety he is at his office daily at ten o'clock, and after working diligently all day attends on an average three public banquets or dinner-parties a week. William de Morgan was sixty-five before he thought of writing novels. Pierpont Morgan was sixty-five before he thought of his colossal scheme of finance. Mr. Chamberlain was sixty-five before he suggested tariff reform. Earl Roberts was nearly seventy when he went out to retrieve disaster in South Africa. Mr. Gladstone said that if he had died at seventy fully half of his life-work would have remained undone. Fifty years ago a man at thirty-five was supposed to be middle-aged,



LORD ROBERTS, 78



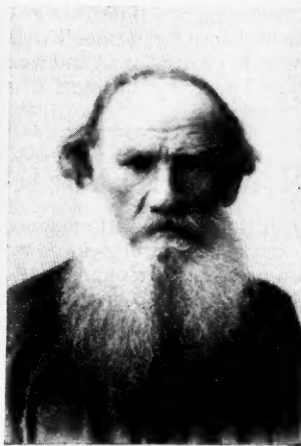
LORD STRATHCONA, 90



THOMAS HARDY, 70



MME. ADELINA PATTI, 67



COUNT TOLSTOY, 82



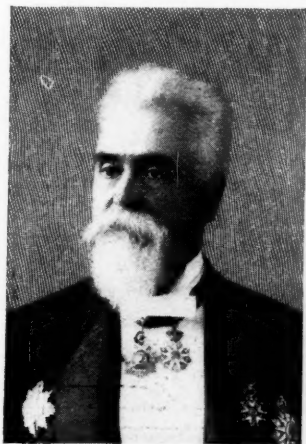
QUEEN-MOTHER ALEXANDRA, 66

and at forty-five to be old. Now **Mr. Lloyd George** is supposed to be a very young man and he is forty-seven.

Queen Alexandra some time ago said to Madame Patti, "We two are two of the youngest women in England." Sir Frederick Young, who has devoted his life to the cause of imperial federation, is ninety-three. Professor J. E. B. Mayor, at eighty-five, can still read all day long, and his hearing is keen. He reads aloud five or six hours in the day. Sir Hiram Maxim, seventy years of age, cannot stop working if he tries. Mr. B. W. Leader, R.A., at eighty feels the same enthusiasm for his art as he did when he was a young man. Dean Gregory, of St. Paul's, in his ninety-second year, is still hard at work. Mr. Thomas

Hardy, at seventy, is meditating an entirely new departure in intellectual work. General Booth is said to be still full of vigor at eighty-one. Benjamin Franklin was seventy-one when he arrived in Paris as first American Ambassador. He remained such till his seventy-ninth year.

Since Pitt, England has had no boy Premier. The Duke of Wellington held a cabinet portfolio at seventy-seven. Of his thirteen successors to the present day, all but three held office beyond sixty, all but five beyond seventy, and two beyond their eightieth year. At seventy-two Victor Hugo commenced his "History of a Crime." At eighty-three, when he died, he was working on a tragedy with all the energy of youth. Her-



SIR HIRAM MAXIM, 70



GENERAL WILLIAM BOOTH, 81



WILLIAM DE MORGAN, 71

bert Spencer finished his work in his eighty-fourth year. Tolstoy is full of mental activity at eighty-two. Earl Nelson, who is eighty-six, is hale, active, and cheery. This very

interesting sketch ends with the words of Sir James Crichton Browne: "Life owes every man and woman one hundred years. It is their business to see that they collect the debt."

CAN MONKEYS TALK?

NOT only that monkeys can talk, but that at eight months of age a certain chimpanzee "corresponds in many respects to a human child of three or three and one half years old," is the claim made by Mr. Richard L. Garner, who has made four journeys to the west coast of Africa, traveled some three or four hundred miles into the interior of that continent, ensconced himself in an iron cage in the jungle, studied simians literally "at home," and owned twenty-two apes. In the *Independent* for September 8, Mr. Garner writes of his recent work and Suzie—Suzie being the precocious ape referred to above.

Mr. Garner, who twenty years ago published a book on the speech of monkeys, states that although his studies have led him to conclude that the words used by simians are more vague in their significance than he

had imagined, this new multiplicity of meanings in no way lessens his conviction that the sounds made by monkeys are really speech. On the contrary, his conviction is strengthened. He now finds that the number of sounds at the command of any species that he has studied covers a wider range of thought than he had originally supposed, and that these sounds are capable of meeting all the demands of the communal life of their race. Suzie, the baby chimpanzee which has been reared by Mr. Garner since she was five weeks old, belongs to the stock of the Kulu Kamba, which, from its baldness,—for it has almost no hair on its head,—has been scientifically designated *Anthropopithecus calvus*; and scientific observation has found the *calvus* to be more intelligent than any other chimpanzee. Besides Suzie, there have been



SUZIE, THE EIGHT-MONTHS OLD CHIMPANZEE WHICH MR. GARNER BELIEVES ENDOWED WITH THE SPEECH FACULTY

only three *calvi* that have been scientifically studied. One of these was the famous Sally, on whom Professor Romanes reported so extensively.

As to the speech of the chimpanzee, Mr. Garner says it is almost impossible to convey the sounds by means of orthography. He has, however, within the past two years positively defined the "yes" and "no" of the species. The sound which Suzie makes as the equivalent of "yes" could be written only approximately as "hwha," uttered nasally. Of her own native chimpanzee language she speaks five words, and of human speech Mr. Garner estimates that she understands some twenty-five words and phrases. These are:

Go away!
Come here!
Get down!
Let go!
Give me that!
Sit down!
Put your foot down!
Take your cup!
Place your chair!
Take it with your hand!
Come on! (When she ceases to do what I want her to do—understood in the sense of "Proceed!")
Bring me that! (distinguished from "Give me that!" as applying to an object to be brought from a distance.)
Get up!
Jump!
Wait!
Quick!
Drink.
Kiss.
Father. (Meaning myself.)
Shake hands! (Although she may interpret the accompanying gesture rather than the word.)
Table.
Spoon.
Chop. (The West Coast word for "food," or "eating," as a verb or the noun.)

When Suzie sits in her little chair and brings her foot up, much as would a child, and Mr. Garner commands her to "put her foot down," and she obeys instantaneously without any accompanying gestures to indicate what is meant. She goes when he bids her go and jumps when he commands.

It is Mr. Garner's purpose with Suzie to continue the study of her natural speech faculties, and, in due time, to give her a methodical course of instruction in certain simple sounds and words of human speech, with a view to determining absolutely whether or not the race can be improved by education and intimate association with human beings.

Mr. Garner claims to have fixed definitely, during his last stay in Africa, the dialects of two other ape species, known respectively by



MR. GARNER AND SUZIE

the scientific names *Cercopithecus nictitans* and *Cercopithecus ludio*. He says:

The *nictitans* are long-tailed, white-nosed monkeys of the Guenon group. I have so far recorded and interpreted seven sounds, and their vocabulary might be thus compiled:

QHUI.....	Want.
OUR'H.....	Where are you?
EU-NH.....	Here.
KHI-IU.....	Look out!
KHI-IU-HOU.....	Retreat.
A-OU-HOU.....	Stampede!
CHU-H.....	Hark! What?

The "ch" is the German "ch" final.

The *ludio* is closely allied to the *nictitans* as a species, but its language is totally different. I have as yet interpreted but five words. I must draw upon the French for the vowel accents, in order to come at all close to the *ludio* inflections. This is the *ludio* dictionary:

Ekè?.....	What? or "What is that?"
Ki-ùh.....	I want—
Kri-i?.....	Where?
Kû-hû.....	Here.
Ahr-r-r.....	"Danger!" or "Attention!"

It has been said that apes cannot be taught human speech because they always inhale when imitating it; but Mr. Garner avers that when the ape speaks his own language he uses his vocal organs just as the human does, ejecting the air through the glottis, and he thinks it possible to instruct the simians to use this natural method when imitating the *genus homo*.

THEODORE LESCHETIZKY, PIANIST AND PEDAGOGUE

SEVENTY-FIVE years ago, in the parlor of the family mansion at Lancut, near Lemberg in Austrian Poland, might have been seen a boy of five years busily working, from the lower part of the instrument, the hammers of a locked piano. The piano was kept securely locked because the youngster seized every available opportunity to pound on it. His mother, finding him so earnestly making the best of the situation, induced his father to give him regular lessons. The father was Josef Leschetizky, and the son was destined to become one of the greatest masters of the pianoforte—Theodore Leschetizky. Born at Lancut on June 22, 1830, Theodore made his debut in Lemberg at the age of nine; at ten he began to study with Czerny; and in the following year first met Anton Rubinstein, then a lad of thirteen but already a famous pianist, with whom he formed a lifelong friendship.

In 1848 Leschetizky joined the ranks of the student revolutionists in Vienna, and during a skirmish received a bullet wound in the arm. He was later wounded in the right forearm in a duel, and, obliged to give up the

piano for a year, amused himself by composing pieces for the left hand alone. For six years he made highly successful tours, and in 1852 went to St. Petersburg, becoming a professor at the Conservatory there, when that institution was opened in 1862. Among his pupils were Tchaikovsky and Annette Essipoff, for the latter of whom he soon conceived an ardent attachment. In 1856 he had married a lady of the court, but their union had not been a happy one; and he now frankly admitted to his wife the admiration he felt for his talented pupil. A divorce was followed by his marriage to Annette, and the years that ensued were the most brilliant of the virtuoso's career. In 1878 Leschetizky and his wife were both stricken with typhoid in St. Petersburg, and on his recovery he, at the request of his aged father, settled in Vienna. In 1885 Paderewski came to him for instruction.

"I will take you," said Leschetizky, "if you are the kind of a man who will do anything that I say. You must be willing to practice nothing but Czerny for several months, and if I tell you to jump out of the window even, you must be ready to do it."

"That's just the kind of a man that I am," replied Paderewski, making such an earnest movement toward the open window that Leschetizky thought he was going to carry the command out in reality.

Leschetizky made his last public appearance at Frankfurt-on-Main, March 4, 1887, and since then has devoted himself entirely to teaching and composition.

From the beginning of this period his remarkable fame as a pedagogue began to spread to all ends of the world where piano playing is known and esteemed, carried by the concert tours of a series of pianists such as it has never been the lot of any other one master to give to the world of art: Mme. Essipoff, Paderewski, Hambourg, Gabrilowitsch, Mme. Bloomfield-Zeissler, and in later years Ignaz Friedmann, Arthur Schnabel, and Katherine Goodson, to mention only a few of the names of those who have sought out Leschetizky's guidance and found in it a road to higher achievements in their art.

Mr. Edwin Hughes, from whose account of Leschetizky in the *Musician* the above data have been taken, says of him:

So far as general culture is concerned, he is a man of extraordinarily broad outlook and ideals. There is nothing of the "mossback" about Leschetizky, for, contrary to the case of most men of his years, his ideas have not conglomerated into an



THEODORE LESCHETIZKY, THE FAMOUS TEACHER OF PIANO TEACHERS, AT EIGHTY YEARS OF AGE

adamantine, unalterable set of opinions. He is always open to the possibility of a newer, clearer view-point, and it is this attitude of mind which keeps him young in spirit at an age when most of his companions in years have drifted into a mental as well as a physical senility.

One of Leschetizky's most prominent traits of character is his sincerity, something which is not always pleasant at the lessons, for he is merciless in informing the pupil of his pianistic faults.

The foundation of Leschetizky's piano teaching is the cultivation of a big, noble tone at the instrument. In Leschetizky's opinion, the art of piano playing since Rubinstein's time has, if anything, deteriorated in this respect, and his most earnest efforts are devoted toward preserving a handling of the instrument which has for its first principle the production of a full, luscious tone. . . . He compares the struggle nowadays for the acquisition of an enormous technic to the detracting of the proper amount of attention to the more musical

qualities of piano-forte playing, with the rise and fall of the generation of clowns, and predicts for it a like fate.

Of Leschetizky's personal habits, Mr. Hughes says:

They are quite contradictory to those of the larger part of mankind. He retires anywhere from three to five A. M., and arises at eleven or twelve, taking a light breakfast of coffee and rolls, and beginning with the daily lessons at one or half after, usually accompanied by a long, thick cigar.

After the lessons are over it is tea time, then supper comes later on, about ten o'clock. This unusual method of dividing the day he acquired in St. Petersburg, and ever since his residence there has ordered his life according to it. He is always the last one to want to discontinue an interesting game of cards in the evening.

THE HEAD OF THE HOUSE OF KRUPP A PEACE ADVOCATE

THE richest woman in Germany and, furthermore, a most interesting personality is the Baroness Krupp von Bohlen und Halbach. When the last male head of the house of Krupp died he left practically all of his great property to the elder of his two daughters, Bertha. Several years ago she married

the Baron von Bohlen und Halbach, a young German diplomat. He added her name to his own, and is now at the head of the great gun works at Essen.

Frau von Bohlen is a woman of very strong mentality. She is at the same time noted for her "sweet femininity" and her efforts in behalf of universal peace—strange as this may seem in view of the character of the great enterprise from which she derives her vast income.

According to an article in a recent number of the English *World's Work*, Frau von Bohlen is an active, working member of the Board of Directors of the Krupp works. She follows with alert intelligence all the workings of the establishment. She is, however, while proud of the commercial success and industrial triumph the enterprise has attained, quite frank in expressing her determination that no "unnecessarily or cruelly destructive" weapons shall be turned out from the Essen shops. This side of her character was brought out impressively by the statement made by a delegate to the International Peace Conference at Stockholm early in August. The speaker alleged that he had the Baroness' own words as authority for the statement that she had personally objected to the manufacture of a particular gun known as a "bomb cannon." The possibilities of this weapon were so great that the woman who is virtual owner of this enterprise became alarmed and frankly admitted that she was an advocate of international peace.



BARONESS BERTHA KRUPP VON BOHLEN UND
HALBACH

The gun is to be a muzzle-loading small bore gun, the projectile for which is a metal rod to the end of which, outside the barrel of the gun, is tied the bomb. When the rod is shot out it carries the bomb along and some distance away, when the bomb has acquired the right velocity, it slips from the rod. Thus carrying tremendous power as an explosive much damage will be done in a fortress. But as much more will be done by the poisonous gases that will be released.

The deadly gases were the feature to which

Frau von Bohlen strenuously objected. It is interesting to note the fact that in commenting on the report that the Baroness had expressed herself as unwilling that this weapon should be manufactured at Essen, one of the German dailies observed editorially, with humorous naïveté: "The experts explained to Her Grace that the gun was so dangerous that few would get in its way, and that it would therefore tend towards peace."

WILL GERMANY GRANT AUTONOMY TO ALSACE-LORRAINE?

MUCH newspaper discussion and some considerable popular excitement has been occasioned by the measure recently introduced in the German imperial parliament that would grant a large measure of self-government to Alsace-Lorraine. An exhaustive article on the political affairs of these provinces appears in a recent number of the *Correspondant*, of Paris. The author, Dr. E. Wetterle, one of the provinces' delegates to the Reichstag, reviews the entire history of the movement for autonomy. This, he reminds us, began as far back as 1871, immediately after the two provinces were ceded by France to Germany.

Thus far the concessions granted to Alsace-Lorraine have not gone beyond the establishment of a body of provincial representatives known as the *Landesausschuss*, the prerogatives of which, very much restricted at first, have gradually been extended. In the year 1879 a new constitutional law was passed, authorizing the transfer of many of the sovereign's prerogatives to a Statthalter, or governor, who then became a minister responsible for the provinces. It was he who, instead of the Chancellor, thereafter had the power and duty of countersigning imperial ordinances. Besides the Statthalter there were appointed a Secretary of State and three under-secretaries, who directed the ministerial departments. A Council of State—with merely advisory functions—was created to cooperate with the *Landesausschuss*, which became a local parliament of fifty-eight members. There was, however, always appeal from the *Landesausschuss* to the imperial Reichstag at Berlin.

The method of enacting laws has been heretofore very cumbersome. We paraphrase from Dr. Wetterle's words:

The German Emperor exercises sovereign power over the local parliament through the delegates of

the other German states assembled and constituted in the Bundesrath, or Federal Council of the empire. All laws relating to Alsace-Lorraine must be submitted, first, in the form of "projects" to the Federal Council (Bundesrath). It is only after obtaining the approbation of this body that the measures are presented to the parliament at Strasbourg. If there approved they are examined again by the Bundesrath, which thus acts as a sort of upper chamber for Alsace-Lorraine. The Emperor cannot promulgate any law referring to these provinces until it has been approved in the foregoing fashion. It is not necessary to point out the ponderousness of this legislative machine, nor is it difficult to realize how humiliating and dangerous is this procedure, which makes Alsace-Lorraine dependent to so great a degree upon the other German states in matters concerning its own particular interests.

With but few slight modifications, the law of 1879 is in force at the present date. Alsace-Lorraine is the collective property of the German states. Characterizing the situation as it exists to-day, the writer says:

In the very first years following annexation, a party of autonomists sprang up in the *Landesausschuss*, headed by the then Secretary of State, Baron von Bulach. This group insistently demanded that the constitution of the provinces be broadened and that they be granted all the rights and privileges of the other states. To-day all the political groups in Alsace-Lorraine are contending for autonomy. The hope of obtaining the neutralization of the provinces should not be entertained. The empire will never renounce, of its own free will, the possession of a territory which to its people is the symbol of a reconquered unity. The autonomists, therefore, take their stand on matters as they exist. . . . They realize that the province cannot, without seriously compromising its political, economic, and social interests, entrench itself indefinitely behind an ineffective nationalism. It is the part of wisdom to render habitable the house in which one has to live, even if he has been compelled to enter it by force.

Had Germany seen fit to grant the demands of the autonomists, it would have been to her own imperial interest, Dr. Wetterle maintains.

What England granted to the Boers immediately after a merciless war; what Austria has given to Bosnia and Herzegovina on the morrow of their annexation, the German Empire could have extended to Alsace-Lorraine after so many years without any danger to herself. But the confederate states, headed by Prussia, have not been able to come to a decision so generous and so intelligent.

One thing, says Dr. Wetterle in conclusion, is certain. The leading German newspapers have declared it to be imperative that a

"thorough job" be made of whatever reforms are agreed upon. The moral unity of the two provinces, which did not exist in 1871, is now an accomplished fact.

The people of Alsace-Lorraine have great reason to rejoice that the question of their autonomy is being at last seriously considered. It has been the one aim for which they have always striven and which has occupied all their thoughts since their annexation. They want to be master in their own country.

AFTER THE STORM IN RUSSIA

THE industries of Russia, as well as the economic situation of her working class, have undergone a great many radical changes since the close of the eventful revolutionary epoch of 1904-05. These changes are very comprehensively brought out by an article in a recent issue of the *Sovremennyy Mir* (Moscow).

The first radical change observed is the remarkable growth of the "Riesenunternehmen" (giants of industry) at the expense of the small establishments, which have greatly decreased in number and in productivity. This fact is illustrated by the increase of 94,400 workmen in the large manufacturing establishments in 1908 over the number of men employed there in 1904. The next significant change is the strengthening in power of the wealthy manufacturers' class, which is a direct outgrowth of the repressive policy of the government in force since 1906. The labor movements and turbulences have been quelled, almost crushed, but not entirely crushed, as will be seen further. Encouraged by the action of the government, the employers quickly changed their defensive attitude towards the workmen to an offensive one, which is well illustrated by the example of a recently formed organization of great manufacturers of the central provinces to prevent the very possibility of remonstrances from the working masses. Says the author:

No compromise, no concession to the workingman, even if it means no loss whatever to the employer—such is the principle. The rôle of the *Riesenunternehmen* in the economic life of the country became most significant. They alone preserved their courage, self-confidence, and even boldness. Perhaps right there is the cause of the increasing influence in politics of the industrial aristocracy. An analogical change is observed in Russian landownership. We can easily notice the intense concentration of land in the hands of a few wealthy syndicates, which process is taking place side by side with the continuing im-

poverishment of the landed nobility which is losing its estates.

The conditions and the movements of the working class are considered. It will be eventually observed that these are not of a very cheerful aspect. The introduction of labor-saving machinery into Russia not only excluded many people from the factories but also assisted greatly in killing in many provinces the peculiarly Russian *konstánoye proizvodstvo*,—i. e., the system of industry through which the employer distributes from his stations raw material to working families which produce the required article at home by very rude and obsolete methods. Besides, the tendency to substitute men by women and children in manufacturing work has been so great since 1906, that in 1908 90,000 women and children were employed in different establishments where none were employed before. These conditions established a permanent army, or rather a "reserve," of unemployed. This enormous army, or "reserve," bears with a great force upon the working masses. It places a powerful weapon in the hands of the employers, and this is the lock-out, or the general discharge of the working force and the substitution of a new one. From the same cause follows the revival of obsolete forms of management and of the vilest systems of exploitation of the workers, such as are no longer known in other civilized lands. Thus the problem becomes a two-fold one.

But, as it was said before, the self-protecting movement of the working masses did not die out entirely under the severe reaction of the last four years. Strikes, now purely economic in character (in contrast to the political strikes of the revolutionary era of 1904-06) are still very common. The strike movement in Russia from 1903 to 1908 is well shown by the following figures which (as well as the others in this article) have been

published in the official report of the "Imperial Inspection of the Manufactories":

YEAR	NO. OF STRIKES	NO. OF STRIKERS
1903	550	86,832
1904	68	24,904
1905	13,995	2,863,173
1906	6,114	1,108,406
1907	3,574	740,074
1908	892	176,101

The most significant feature of the modern Russian strike is its hopelessness; and the longer it lasts the fewer are its chances of

success, as is also very vividly shown by statistics taken from the above mentioned report. If conditions were unfavorable in 1906 they are unendurable now on account of the atrocious aggressions of the employers. The hopelessness referred to above is solely due to the vigorous suppression of labor unions:

The continuous depression in the industries created such conditions for the workingman that they make it impossible for him to find work once he has lost it as a striker. Thus he is forced to cling to the work he has and endure conditions against which he would be certain to remonstrate in another time. Such a state of affairs induces the employers to make the most of it.

PROGRESSIVE LEGISLATION IN FOREIGN COUNTRIES

THE student of world politics cannot fail to be struck with the general tendency toward liberalism in the legislation of recent years. Whether it be in electoral reform, or in the strengthening of central governments, there is the same manifestation of a liberal movement the world over. In the *American Political Science Review* Mr. W. F. Dodd gives a comprehensive review of constitutional developments in foreign countries during the years 1908 and 1909, which furnishes interesting reading for the lover of progress. "In the United States," he says, "the State governments have steadily tended to become of less importance as compared with the national government." In Mexico also there has been a tendency to decrease State powers as compared with those of the central government; and an amendment of June 20, 1908, extends federal legislative power over the waters within Mexican territory. Commenting on the formation of the Union of South Africa, Mr. Dodd observes that the people of South Africa "in constituting a unitary rather than a federal government are acting in accordance with political experience, which shows that a federal organization is defective when a country faces grave problems requiring a uniform treatment throughout its whole territory." He cites the following tribute to the political sagacity of the various States forming the Union:

It is remarkable that South Africans have succeeded where almost all other unions have failed, in subordinating local to national feeling; and that the people of each colony should have been ready to merge the identity of their state, of whose history and traditions they are in every case in-

tensely proud, in a wider union, which is still but a name to them.

In Austria an amendment to the fundamental law concerning imperial representation has been passed abolishing the class system of voting and establishing universal male suffrage.

In each of the three Scandinavian countries an enlargement of the suffrage has taken place during the three past years.

It is estimated that about 300,000 of the 550,000 Norwegian women above the age of twenty-five have the right to vote in national elections. The election of October and November, 1909, was the first general election in which women took part, and it is estimated that from 40 to 50 per cent. of the qualified female voters cast their ballots in this election.

Mr. Dodd refers in his article to some important projects which have not yet been embodied in the form of law. Among these are the following:

In France, a vigorous agitation has been going on for several years in favor of proportional representation, involving the substitution of the *scrutin de liste* for the *scrutin d'arrondissement*. In the elections of April and May, 1910, the question was before the people, and a majority of the deputies chosen is in favor of the change. In Hungary the Hedervary ministry, which came into power in the spring of this present year, is committed both to suffrage reform and to a more conciliatory policy with reference to Austro-Hungarian relations. In Germany there has been an almost steady movement toward more liberal institutions. The two Mecklenburgs remain the only German states which do not possess elected representative bodies, the representative institutions of these states being a survival from medieval times.

The liberal movement has extended from western Europe to Egypt, Turkey, Russia, India, and China. We quote again from Mr. Dodd:

In Egypt no changes in governmental organization have been effected within the past two years, but the agitation of the Nationalist party has steadily increased. In Turkey, in 1909, a revision of the restored constitution of 1876, following upon the deposition of Sultan Abdul Hamid, strengthened parliamentary institutions and imposed additional guarantees with reference to individual rights. In Persia, Shah Mahomed Ali, before his deposition, restored the constitution, and the constitutional régime began again with the accession of the young shah. It cannot be said, however, that parliamentary government has yet proved very successful in Persia. In China, the program of proposed reforms continues to be carried out—at least on paper. The first session of the new senate or imperial assembly is to be held on October 3

of this year; and it remains to be seen to what extent this body will serve its purpose as the foundation for the later establishment of an elected parliament. In India, in 1909, an act was passed introducing elected members into the legislative councils of the governor-general and of the several provinces. The governor-general's council contains representatives of the several provinces and of certain chambers of commerce, land-holding bodies, Mohammedan communities, etc.

In February, 1909, a ministry came into power which was committed to a more independent position for Iceland, somewhat similar to the arrangement between Austria and Hungary. In the Congo Independent State, which was annexed to Belgium in 1908, various reforms have been introduced, some of which form the subject of an article which is reviewed on page 482 of this REVIEW.

OUR CITIES, AS THEY ARE AND AS THEY OUGHT TO BE

"IT is an unfortunate fact that cities, as a rule, are not built to order, but, like Topsy, just 'grow'd' without any consideration, or conception, even, of possible or probable future requirements. As a result, most of the cities depart widely from the ideal: the narrow and poorly arranged streets, scarcity of parks and parkways, and restricted transportation possibilities, all have their detrimental effect, while such things as barriers against destructive conflagrations are conspicuously absent, both to sight and mind." This passage, taken from an article by Mr. Charles W. Barnaby in *Cassier's*, on the laying-out of cities, contains an important and a timely warning, which municipalities would do well to heed. Without going, as this writer does, as far back as the great fire of London in 1666, it is only necessary to refer to conflagrations that have occurred during the past forty years, to realize the enormous waste attendant on improper city construction and design. It is estimated that the Chicago fire of 1871 resulted in a loss of \$165,000,000; that of St. John's, Newfoundland, in 1892, \$25,000,000; Ottawa, Ont., 1900, \$10,000,000; San Francisco, 1906, \$350,000,000; Baltimore, 1904, \$50,000,000; and yet in most cases the rebuilding has been upon the same old, thoughtless lines. Well may Mr. Barnaby say:

bilities, occur under present conditions in some of our largest cities. It is a sin bordering on a crime to continue to construct cities extending over miles of territory in dense formation, without incorporating effective means for cutting off the course of a conflagration after it has escaped ordinary bounds and restraint.

Mr. Barnaby's suggestion is that cities should be divided into sections, not exceeding one mile square, by parks and parkways. Not only would the latter serve as fire barriers, but they would also add greatly to the health and happiness of the people, as well as to the beauty of the city. By thus providing a break in the continuity of the building mass, it would be rendered practically impossible for a fire to spread over miles of territory before being checked. Further, such an arrangement would also furnish park and transportation facilities, and provide ducts for the entrance of fresh air into the interior parts of the city.

Although the principles he enunciates may be applied to all cities, Mr. Barnaby takes New York as a type; and he suggests, in the second place, that in cities like the metropolis, in which there is a deficiency in avenues of travel in any given direction, some of the parkways should be utilized for subways, auto tracks, and carriage drives. In New York there are practically no avenues of travel whatever suitable for automobiles in the lower, or business, part of the city. Automobiles have come to stay. They have come fast and they will continue to come

Terrible as the past record has been, the conflagrations of the past are insignificant as compared with what may, within the range of possi-

even faster, and must be provided for accordingly.

Besides the demands of the automobile, the rapidly increasing demands of the public transportation systems must be met. Mr. Barnaby admits that it is rather late in the day to consider a radical remodeling of New York; but he claims that there is a great deal that *must* be done, as well as much that *might* be done to improve the city. He accompanies his article with a map of New York, showing many radical changes that he deems necessary.

Two north and south parkways are provided for, both leading from the battery, one on the east and one on the west side. The subway system in the center consists of two express and two local tracks, with the addition of two extra outside of these for light freight, baggage, packages, and mail

transportation. Such a subway would relieve the congestion of the regular street traffic by doing away with many of the delivery, express, baggage, and mail wagons. Outside of these are the carriage driveway, bridle path, and foot paths, all of which are bridged over at the cross streets, so that grade crossings are avoided, and reasonably fast speed can be made by autos, carriages, and horsemen without danger. Three additional parks of considerable size are indicated.

Mr. Barnaby fully realizes that the expense of the proposed changes would be appalling; but he maintains that the increase in value of property would be immense along the parkways. Moreover, if the city could condemn a strip 100 feet wide on each side of each parkway, these strips could be sold at such an advance that the expense of the parkways would be more than paid.

FATIGUE AS A BODY-POISON

THAT "tired feeling" so commonly experienced has formed the subject of many a jest; but, if the latest deductions of science are well founded, it is a no less serious condition than body-poisoning. Such is the gist of an article in the *Survey*, by Dr. Henry Baird Favill of Chicago, who, in the course of an exhaustive disquisition on "The Toxin of Fatigue," writes:

It is well to remember that the vital processes in the human animal are distinctly of two kinds. All of the things which we do in our conscious activity—work, play, and thought—are matters of voluntary effort. They are things of which we are conscious, over which we have control. They constitute what we have in mind when we speak of our activities. When we consider labor we are thinking solely of a voluntary expenditure of energy; but on the other side of this balance lie all those processes which are involuntary, unconscious, unrecognized; they are the nutritive processes, the so-called vegetative processes, and are things utterly beyond our control. . . . Under normal conditions, vegetative life is automatic, adequate, and with a large range of accommodation to physiologic demands. Under abnormal conditions, these factors markedly diminish, so that the processes of nutrition, elimination, and repair become variously diminished and open to all manner of disturbances which we are prone to regard as disease.

It has been demonstrated that voluntary life can, through excess or perversion, not only throw more work upon vegetative life than it can accomplish, but also in this very process can distinctly limit the work that vegetative functions can perform. It will thus be readily seen that, under given conditions, labor can be pushed to a point beyond that at which vegetative life can meet it.

If, in addition to that fact, we admit that this excessive demand, long continued, greatly limits vegetative power, we can easily conceive a status in which the products of work, which we call "waste products," are more than the normal mechanism can dispose of.

Dr. Favill goes on to say that out of this combination of facts can arise any degree of physiologic poisoning which has come to be called "toxic," and that there is no doubt that upon these simple lines there is a distinct body-poisoning in accordance with these principles.

The purpose of Dr. Favill's article, he tells us, is to further the establishment of fatigue as a factor in standardizing the number and arrangement of hours of labor. It is a mistake to consider that overwork and fatigue necessarily coincide. Iron-workers, blacksmiths, and many others, and even the activities of certain forms of athletics, are not characterized by any marked fatigue, and yet they are beyond question extremely destructive to the human organism. The problem presented hereby is one of great difficulty, but it is evident that any questions of time as a measure of a day's labor must be established in relation to the labor.

Fatigue is viciously progressive. When it has passed a given point there are at least three general considerations: first, the actual structural change due to over-tax and expenditure; second the impairment of nutritive processes; third, the accumulation of poisonous products incident to the operation of the two preceding. Taken all together we have an overwhelming incubus which no organism can long survive. Are we going to meet this situation by the enactment of child-labor laws? We are

not. Are we going to meet it by the enactment of laws limiting the hours of work of women? We are not. How then are we likely to progress? By the creation of a new industrial conception.

Dr. Favill considers that the chief factor entering into the determination of this problem is the factor of endurance. The subordinate factors are happiness and harmony; but fatigue, manifest or hidden, is the essence of this question. What is especially needed as bearing upon it is comprehensive and profound study of the conditions of labor, par-

ticularly with regard to the question of human endurance. And this includes a careful analytical study of work as it is done where it is done, and of all the collateral conditions under which workers live.

It is not likely, says Dr. Favill, in conclusion, that a great change in the conception of industrial morality can take place abruptly. It is likely that a long series of experiments, advances, retreats and half-victories will mark the progress of the next few years.

WHY MEN SHOULD STUDY THE BIBLE

FEW persons, not excepting even the booksellers, if asked what was the "best seller," would, we think, be likely to suggest the Bible. Yet, according to a statement by the Rev. Clayton Sedgwick Cooper, in the *Homiletic Review*, there were sold last year more copies of the Bible than of any other hundred books of the world combined. He cites some other stupendous figures; for example:

The British and Foreign Bible Society prints the Bible in 400 languages. . . . The Oxford Press turns out 20,000 Bibles in a week. . . . 428,000 copies of Bibles were issued for China last year. . . . The American Bible Society distributed last season 2,153,028 Bibles; and the Bible societies of eight different nations published last year 11,378,954 copies.

At the recent world convention of Sunday-school workers, held in Washington, the report was received that 27,888,000 pupils, representing fifty-one nationalities, were studying the Bible in the Sunday-schools of various lands. There are in the Bible-classes inaugurated by the Baraca movement 350,000 young men; the Y. M. C. A. enrolled 64,960 men in its classes for Bible-study last year; and the American College Christian Associations reported between 30,000 and 40,000. Mr. Cooper treats of some of the causes and results of this revival in Biblical study among men of widely diversified races and religions. Below the surface of our rapidly moving time, he says, one finds almost invariably, on the part of men of mind, a real quest for religion, a deep longing for those abiding and eternal truths of the heart and soul. He continues in this vein, saying further:

The great questions after all are: What is the real meaning of the world? Is God my Father and can I trust Him? Is man my brother or my enemy? Am I an immortal spirit? What think ye of Christ?

But these are Bible questions. They are not treated in any such fulness or with such distinctness in other literature as they are treated in the Bible. These questions are quite regardless of race, nationality, or belief. Whether a man is a Confucianist, or Buddhist, or Brahman, or Jew, or Christian, these are his great problems, for they are the problems of humanity—the problems of life.

There is sufficient reason for the study of the Bible in the fact that such study furnishes a suggestive basis for a vocation. A working knowledge of it furnishes proper perspective relative to choosing any vocation. It clarifies our vision regarding the things that are really worth while to spend time and thought upon. Other reasons put forward by Mr. Cooper in the article in question are in substance as follows:

Bible study corrects our individual standards and measurements. It helps men to put first things first; to see big things big, and small things small. The Bible is the first book upon ethics. The moral codes of the Christian Scriptures have worn well and are still operative. Righteousness, which continues to be the eternal foundation of nations, is the groundwork of the Bible. The Bible assists in character-forming, because it reveals us to ourselves as we really are. It makes character by helping men to fight their moral battles. It shows men their real battle-ground, which is not always one of dollars. It is by giving added force to the will that the Bible especially strengthens character. What a man has power to will and to do, and continues to do, decides his destiny. No man can read and study the Bible with regularity without feeling a new decision gathering force in his life.

In the minds of many men, however, the Bible is merely a recondite granary of mystifying facts. By many, says Mr. Cooper, the Book has never really been discovered as a guide to personal living, or a practical motive to service. And in certain sections of this country there is, even among men in the Church, a lack of Bible study which is fairly pitiable.

THE SOUTH AMERICANS OF TO-DAY

THE advances made of late in so many varied fields by the South American peoples—in statesmanship, economics, and science—bespeak the vigorous and hopeful attitude of youth.

A very comprehensive article in the *Revue des Deux Mondes*, by Henri Lorin, begins with the foregoing tribute. It gives us, first, a survey of the former history of the South American States, then pictures their present condition and aspirations. What the writer particularly emphasizes is the fact that the republics are distinctly Latin in their culture, their tastes, in spite of the free admixture with other races—the Spanish blood gaining the ascendant, and assimilating all the other elements.

Each South American State, the writer says, is engaged in studying itself, is differentiated from every other, while advancing, at the same time, towards a closer union.

A glance at the political map of South America shows how the "contested territories" are disappearing; how geographical science, keeping pace with the spread of regular government, is mastering the last recesses of the interior of the southern continent. And this has been a revelation to Europe, even to the United States. Thousands of immigrants are seeking their fortunes in these new-found lands—the most desirable being not those where the colonial governments once sought gold, but where the climate is most favorable to the success of the whites. New, direct, and increasingly rapid routes are now followed from Europe to the temperate countries—Brazil, Argentina, Uruguay, Chile.

In South America we have the Latin mold, solidly formed. All new elements conform to it. This would not be surprising in the case of Italians, Spaniards, or even the French, but one might have credited the Anglo-Saxons, the Germans, the Slavs, with greater powers of resistance.

But all, without exception, are gradually absorbed. This fact is specially striking in southern Brazil, where the German population is so dense that Pan-German apostles have often claimed them as free colonies of *Deutschthum*—but the colonists adapt themselves to local life and soon speak the language of the country.

There are scarcely any Indians in South America who do not live under a modern administration.

Peru instructs its Quichuas; Argentina subdued (1875-1880) the last nomads of the northern pampas, while the gatherers of rubber penetrate to the savages in the heart of the forests. And these Indians, too, intermarry and become Latinized. Furthermore, the blacks themselves do not resist. While in the United States they multiply as a race

apart, in Brazil, where the color-prejudice does not exist, they cross with the whites and disappear as an exclusive type—but it is the white, the Latin blood that asserts the mastery. South America is forging with all these combined elements a species of man needed for its future, and it is a neo-Latin variety.

The growth of the South American States leads them to seek foreign coöperation and friendship.

Formerly, economic or intellectual undertakings were entrusted to the foreign resident elements: English engineers laid out the first railroads; a Frenchman, Amédée Jacques, drew up an admirably prophetic plan of civil instruction; capital for all great enterprises as well as for public loans came from abroad. To-day many natives, speakers and writers, have become men of affairs; native capital is on hand, ready to be employed in all interesting innovations. In consequence of all this, there is a general, increasing reaction against political abuses. This year, when the elections for President of Argentina and Brazil took place, it was evident that the platforms were growing broader and broader. Where indifference prevailed before, there is now a general interest in all sorts of public questions.

The problem of public education is being agitated in all the republics.

Amédée Jacques' clear-sighted ideas of 1864, which, owing to extraneous events, could not then be carried out, have been adopted by the most discerning minds: let Europe serve as an inspiration, but do not follow its methods slavishly; aim to give the general culture a national character; base it on a thorough knowledge of the Spanish language and literature, on the history and geography primarily of South America and the mother countries. Such directions are being followed by Argentina, Chile, and, gradually, by all the other republics.

The South American republics have their armies, their fleets; several are reinforcing them at no small cost. The great factories of Europe compete for their orders. And yet arbitration acts almost automatically to settle their differences. Their representatives at The Hague have formulated new ideas on international law, and they did not stop at words.

These neo-Latins are entering the stage of scientific research. Fixing boundary lines has led at times to genuine explorations; foreigners taught the methods; to-day it is the natives who excavate the Aztec cities, describe the flora of Acre, the motion of the Andes' glaciers; who utilize, for the salubrity of their cities, the most delicate processes of microbiology.

In letters, too, the writer concludes, advances are being made, though South American writings are but little known in Europe. France seems to be the chief source of inspiration of the young writers.

FRONTIERSMEN IN THE REALM OF INTELLECT

READERS of Mr. Roosevelt's "Winning of the West" will remember some interesting passages on the influence of the frontier on human character, of the different types of men naturally attracted to a frontier, and of the forces which mold character out of the advancing edge of civilization. President F. J. McConnell, of DePauw University, writing in the *Methodist Review*, says that although the frontier which Mr. Roosevelt describes so picturesquely has disappeared, there are frontiers of other kinds.

New worlds are continually being set before us for exploration and conquest. There are frontiers in science, in the field of social theory, in philosophical speculation, in theological inquiry. And the frontiers of the mind's realms present something of the same characteristics as did the frontiers which the historian of the West has described. . . . At a distance it is difficult to distinguish the law-abiding home-seeker from the lawbreaking desperado. The same mistake is sometimes made when we think of the men on the intellectual frontiers.

Just as on the frontier the true frontiersman has to take some laws into his own hands, to be at times a law unto himself, so in the new intellectual realms, whatever those realms may be, the thinker must take certain liberties. And when we see from a distance the rapid changes of opinion that this pioneer makes, we must not forget that he is moving in a new sphere.

The man on the frontier looks from a distance very much like a failure, it may be; and there are failures in plenty on frontiers, of whatever sort. So it is in the advance ranks of every new intellectual movement. The men who have failed "back East" arrive in a stream. But, as President McConnell remarks, a failure which comes from the fact that the pioneer is himself a chronic and habitual failure is one thing; and a failure in an experiment which points toward the truth is another matter. We must distinguish between the two types.

Again, when we look at the pioneer from a distance he may seem to us to be bent chiefly on destruction.

There are sportsmen who delight in killing. Let any frontier open in the realm of science or philosophy, or theology, and the destroyers rush thither, some bent on destruction for destruction's own sake, some laying waste just for the sport of waste. If, for example, we look back over the history of Biblical criticism in the last thirty years, we can see abundant reason for the alarm of many good people at the methods of some students. . . . There is, of course, destruction by the waster and the sportsman, but there is also destruction at the hands of the home-seeker and the empire-builder. The latter destruction aims at clearing a place for truth. And we must not expect the pioneer to be overdiscriminating in his methods. He is to do his part and that is path-breaking: the man who later builds the macadamized road will have time to act more scientifically. . . . Hosts of pioneer scholars in our day have been working with the sincere purpose of making the Bible more of a home for man than ever before. They are genuine empire-builders.

The point which Dr. McConnell seeks to enforce is that we must not be too hard on the pioneer in the realm of the intellect because he seems at a distance to be of a somewhat rough character. If we are to look upon human character as in any sense instrumental, we have to judge these men by what they accomplish. And what they accomplish is the opening of the world to the homes of men. They make the new realms of thought and feeling and doing not only explorable but habitable.

Further, we must not be too hard on the pioneer because of the company he keeps.

Outlaws, thugs, cut-throats, speculators, adventurers, failures of all sorts swarm on the frontiers of a nation and on the frontiers of a realm of thought. But the home-seekers and the empire-builders are there too. A smug and respectable gentleman attended an anti-slavery convention in Boston in the days of Phillips and Garrison. This gentleman went away bursting with respectable indignation at what he saw there—long-haired men and short-haired women, free-lovers, atheists, anarchists, bankrupts, human riffraff, and a fair sprinkling of half-witted persons. And these were no doubt all present. The respectable gentleman forgot to look closely at some others who were there—Garrison and Phillips, for example. Quite likely, if he had seen these and heard even these talk, he would have thought them very dangerous characters—as, indeed, they were. Unlovely characters, too, looked at from a distance. But they helped make the nation a decent dwelling place for the peoples of the world.

FINANCE AND BUSINESS

NOTES ON APPLIED ECONOMICS OF THE MONTH

Keen Eyes on National Banks

ANYONE who has "money in the bank," or hopes to have, will find it pleasant and profitable to read the occasional news in the daily prints about Comptroller Murray at Washington, and the sharp watch he is keeping over our national banks.

It is pleasant, in the first place, to find an official of the federal Government getting out of the office rut, inventing new ways to meet old problems, just like the head of a successful private business. And certainly it is profitable to learn, in the Comptroller's messages to the examiners of banks who work under him, and in his public warnings to careless and dishonest bank managers, clear and downright banking principles, useful also to the investor of private funds.

Angry protests, of course, always follow aggressiveness of any kind on the part of a public official. Mr. Murray remarked, on the 12th of last month, that during the year and a half previous he had rejected no less than 108 applications for national bank charters; and many of the irate promoters had sought to "mandamus" him. But the Comptroller had always been able to show either (1) that the business of the community did not justify a bank, or (2) that the would-be promoters had bad records, financially. Thus during August only twelve new banks were allowed to organize—an unprecedented low record, as the figures show:

Month.	1900 No.	1903 No.	1907 No.	1908 No.	1909 No.	1910 No.
January.....	..	34	40	32	28	28
February.....	..	50	42	36	20	29
March.....	6	56	50	39	22	37
April.....	46	51	46	34	26	26
May.....	66	47	52	33	24	21
June.....	95	58	55	21	44	40
July.....	46	43	40	37	28	19
August.....	44	36	39	20	32	12
September.....	20	31	46	14	24	..
October.....	25	57	38	18	22	..
November.....	21	20	19	21	23	..
December.....	29	32	23	18	27	..
Total.....	398	515	490	323	320	212

There ought not to be such a thing as the failure of a national bank because of bad in-

vestments, or other mismanagement. So the Comptroller insists; and putting his theory into practice, he is shifting some of his examiners from one city to another, so as to remove from them the temptation involved by familiarity and social intercourse with the bankers of whom they ought to be suspicious. Then, he has been advocating a coöperation between his examiners and those of the different states. A mere exchange of records could save the public many millions in a few years; state and national authorities could warn each other of the dangerous promoters who alternate between the two banking fields. At Washington there is already a "blacklist" of promoters who have been forced out of the national system.

Suppose the private investor in securities always used the same vigilance to look up (1) the logic of the scheme proposed, (2) the past record of the people who offer to manage his money for him. Then the United Wire-
less Company would never have collected \$20,000,000 in exchange for the stock of a business that so far has not earned any dividends at all, conducted by promoters whose financial methods have been from the first the laughing-stock of experienced people.

Any well informed banker or financial editor is well supplied with such warnings. It is as easy for the average private investor to get hold of them as it is for the Comptroller in the case of a national bank.

The Railroad Investigation

THE famous introduction to the manual on How to Succeed in Society runs like this: "On entering a room, cultivate an easy and graceful manner."

An equally simple but unsatisfactory direction was perpetrated by Congress last June, when it enacted the clause of the Mann-Elkins railroad bill which provides that "the burden of proof to show that the increased rate, or proposed increased rate, is *just and reasonable* shall be upon the common carrier."

If the Interstate Commerce Commission could possibly have the remotest idea what "a just and reasonable" rate is for any given

railroad between any two given points, it could decide in a day or two the questions it has been pondering for weeks past—whether the railroads may charge more for certain “classes” of freight.

The most it can do, until Congress receives evidence from the new Railroad Capitalization Commission, and acts thereon, is to exercise common sense. If the railroads can prove that what they paid out within a certain period for supplies, wages, and so on, to serve the public better, has increased more than what they paid out in the form of dividends—then it might seem a square deal to let them raise their rates to correspond, more or less.

The Commission will probably make the best guess humanly possible at the rights of the case. But as an inquiry into what is, in the last analysis, “just and reasonable,” the investigation can be no more than farcical. The Commission lacks the evidence of how much real money has been put into the different railroads. Even if it knew, there is no statute to guide it in discriminating between a “reasonable profit” on one mile of railroad which cost \$20,000 to build fifteen years ago, and the parallel mile of tracks belonging to another company which, having been built only last year, with prices of material and labor nearly twice as high, cost \$35,000.

Or suppose one railroad reported just \$25,000 a mile put into its level line, while the competing road between the same points could prove it had averaged \$250,000 on its mountain roadbed, bridges and tunnels. May the latter road charge ten times as much as the former?

Railroad Profits In Theory

MOST of the million and a half owners of railroad stocks and bonds bought them as a business proposition. Personally they have no more to do with government and politics on the one hand than with railroading and finance on the other. They simply figured that the transportation lines of the greatest country on earth ought to be a fair investment for their money. If not, they would like to know why.

If the railroads cannot make enough money to become better railroads, year by year, then the manufacture and commerce of the United States will suffer. Any railroad official can develop this text with eloquence. “Chop off our earnings and you assassinate the whole body economic.” He is perfectly right, theoretically.

After all, neither the Government nor the shippers are guaranteeing any profit on any

railroad. Private managers and private investors are called on. Thus, the railways must go into the stock markets and bid for capital. If they can offer good propositions to the investor, they can get the capital at a low rate of interest, which means lower freight rates—theoretically.

But if, for fear of cramping legislation, or any other reason, investors consider the railway business less profitable than manufacturing, for instance, they will take money out of the former and put it into the latter. Then the railroads will bid higher for money, or refuse the public better supplies and rails and cars and signals—or both.

“But some railroads are gold mines; look at the Lackawanna, which earns 50 per cent. on its stock every year,” objects somebody.

A perfectly good answer to this, theoretically, was well put last month by the *Railway Age Gazette*. If you count, it argues, that if a road’s earnings are large its rates must be excessive, it must also be granted that if a road’s earnings are small, its rates are too low. “So that the right way to get the rates of the former road on a reasonable basis is to reduce them. But suppose, as frequently happens, that a reduction in rates leads to an increase in profits. In that case the *reduction* of the rates makes them still more *unreasonably high*. On the same theory the right way for the road whose earnings are too small to make its rates reasonable is to increase them. But an increase in the rates may destroy traffic and reduce its earnings. In that event, the raise in its rates makes them more *unreasonably low* than they were before. With every further increase of its rates, its earnings will be further reduced, which, on the theory in question, will make its rates more reasonable; and if it would but so advance its rates as entirely to destroy its earnings it would make its rates reasonable indeed!”

Let us apply this new theory in another way. Here are two competing roads which cost the same amount to build, have the same capitalization per mile, and charge the same rates, but one of which is earning 8 per cent. and the other only 4 per cent. Now, are their rates reasonable or unreasonable? It is evident, on this theory, that the road which is earning only 4 per cent. ought to be allowed to raise its rates. It must be, therefore, that the *same* rates applied to the same traffic in the same territory can be both *reasonable and unreasonable at the same time*.”

A visitor from Mars might suggest that the difference between the profits of the two roads does not indicate that the rates are either reasonable or unreasonable, but merely that the more prosperous road is better managed than its competitor; and he might contend that *it is entitled to receive a larger profit as the wages of good management*.

Railroad Profits—In Practice

SUPPOSE the visitor from Mars, mentioned above, did feel about it just as the advocate of the railroads felt—that earnings have nothing to do with rates, as such; and that one road better managed than another ought to be allowed to make more money for its stockholders.

The visitor from Mars would be puzzled, then, over the popular clamor against railroads, in general, that make money—until he forsook statistics for humanity; until he learned of the past betrayal of public interest which is commonly ascribed to former railroad managements, and to some present.

Thus, maybe the roads need to make more money to make us all more prosperous; but if they did, would *all* the increment go to our prosperity, or would some of it filter through inside channels? For instance: last month it appeared in a Chicago court that the Illinois Central road had been looted systematically by certain of its own officials. They were connected with a company that repaired cars. A witness explained that this concern, with an original capital of only \$37,500, paid dividends in a little more than two years of no less than \$400,000! Of course, the I. C. was overcharged for cars repaired—from \$35 to \$45 a car.

Experienced railroad men and bankers say there is not much of this sort of thing now as compared with the past. There ought to be none at all. And there need be none. After the Illinois Central revelations, students dug back in its reports, as filed with the Interstate Commerce Commission. They showed that car repairs had been costing it much more than other roads in the same territory. Such comparisons can easily be made before the money has gone.

Now for an example of the right way to do it. Last month when the Pennsylvania Railroad opened its mammoth terminals on Manhattan Island, full pages appeared in the newspapers, bringing to public attention that almost half of the hundred million dollar expenditure had come out of the road's earnings.

Some writers of the denser sort tried for a sensation by accusing the company of building terminals "with the shippers' money." New bonds should have been issued, one read, to pay for the whole thing. Of course, a moment with any book of railroad accounting will show the proper practice in this respect. When an improvement increases the railroad's earning capacity, it ought to be cap-

italized—bought from the proceeds of new bonds and stocks. But when, like much of the Pennsylvania's New York terminal property, the addition is simply a part of the expense necessary to keep the property up to standard—then it is proper to pay for it out of earnings. Otherwise, the shippers will lose more in the long run, because the railroad will have to charge sufficient to pay interest on the new bonds, although the property those bonds represent is of no particular benefit to the shippers.

All the reports of the Pennsylvania Railroad are profuse and itemized. Any student will be able to discover, when the December 31st report is issued, precisely how much of those eight acres of real estate, those tunnels, that electric equipment and the largest station in the world was paid for out of earnings, and how much from the proceeds of new securities; and he can estimate how fair the proportion is.

Not all railroad accounts are so helpful, in spite of the Interstate Commerce Commission's regulations. The *Evening Sun* of New York has never been accused, to the writer's knowledge, of unfairness towards railroad interests, yet last month it registered a pretty strong objection to the failure of many accounts, as they stand at present, to enlighten the investor as to the real cost of the road's operations, and how much of its earnings are being spent to make it a better road: "Nothing could help the investor like a standardization of the railroads' maintenance and improvement accounts. At last the investor would know whether his railroad stocks rested on a margin of velvet, or of the other thing."

Ever since the income account of the railroad became acknowledged public property the concealment of the outgo of that income has been an anachronism. It seems strange that after a generation of scrutiny by investors, and of systematic railroad bookkeeping, the disposal of the earnings of standard and conservative railroads should be shrouded in the same deep uncertainty that surrounds the operations of an "unlisted" industrial.

A Danger Realized

DISMAL ravens of finance have been croaking out similes between 1910 and 1907. The parallel is perfectly good when it comes to the fall of stock prices. It fails, however, in one important particular—the warning given to merchants and manufacturers by said fall. That warning has been more quickly heeded in 1910 than it was in 1907.

Three years ago it was the common thing for one travelling to hear business men, large and small, in clubs, smoking cars and offices, declaiming against "the Wall Street gamblers" who were "artificially" depressing the price of stocks, although "my business never was better."

It was too late in many cases, and came near being so in many others, before American borrowers learned of the world-wide industrial depression in 1907. But that experience has not been forgotten. Thus, the automobile business has been tremendous for the last few years; has made fortunes for private investors and salesmen, and is still making them. Yet the General Motors, one of the largest consolidations, announced last month that although the plan had been to increase its output of cars from 60,000 in 1910 to 104,000 in 1911, it had later decided to hold the production steady. This is, in face of a fifteen year increase in demand and value, almost fabulous:

	Cars built	Value
1895.....	70	\$ 157,500
1899.....	600	1,290,000
1904.....	20,100	40,200,000
1908.....	55,400	83,100,000
1909.....	82,000	98,400,000
1910.....	185,000	242,000,000
1911.....	177,000	232,000,000

Taking a broader view, one could see last month that the chief industrial plants were doing from 20 to 25 per cent. less business than earlier in the year. The big Steel Corporation was running only 2-3 of its furnace capacity, instead of 90 per cent. The entire pig iron production of America was at the rate of 32,000,000 tons annually when the year started. Now it is at the rate of a little more than 24,000,000. From 10 to 15 per cent. less copper is being bought. A good enterprise to gauge by is the Corn Products Refining Company. Its business has dropped about 25 per cent.

Of course, the ultimate consumer is not necessarily buying 25 per cent. less. But the jobber who comes between him and the manufacturer is making his orders smaller. There are big questions before the Supreme Court and the Interstate Commerce Commission which affect the whole structure and conduct of business. Merchants like to keep their stocks as small as possible—until they know.

Still, danger realized is half averted. If a panic is expected by enough people it won't arrive. A cheerful sign last month was the better demand for good bonds.

Who Is to Finance Cotton?

TIGHT money this year seemed much less likely, as these columns went to press on the 19th of last month, than it had seemed in June, when the article on "The Farmer's Profits and the Speculation in Land" was contributed to this magazine. Reports to the Treasury at Washington, which was making a "call" for statements from all the national banks, were mostly encouraging. The loans of Middle Western and other banks on real estate transactions, directly or indirectly, proved to have been cut down. The depositors' money had gone instead into "natural" loans, particularly to move the crops.

Cotton, however, brought a surprise, and not a pleasant one. The cables brought word that foreign bankers had refused to advance cash and credit as usual to "move" the 1910 exports.

A few months ago, foreign bankers found that bills of lading in their strong boxes, against which they had advanced millions of dollars to bring the cotton to Liverpool from America, were fraudulent—did not represent real cotton. The Knight-Yancey Co., of Alabama, failed in consequence.

About the middle of last month, the committee of English and Continental bankers who had the matter in charge laid down an ultimatum. Unless American bankers would guarantee that cotton bills of lading represent real cotton, foreign bankers would cease to accept these bills as security for money.

The Americans said "No! The London bankers don't make such guarantees. Why should we?"

Now, more than half of our entire cotton crop goes to Liverpool—an average of \$250,000,000 worth a year. If American banks are to be called on for the necessary cash, they will have to keep on with their "contraction"—cutting down on the loans that are needed to pay factory hands and farm hands, and so on. Eventually, of course, the matter will be straightened out. The English have the spindles, the Americans have the cotton. "Validation certificates" can be used; with these the station agent where the cotton is loaded, signs a declaration that actual cotton is there waiting to be shipped. Until this or some other plan is accepted by the foreigners, however, the incident will tend to tighten money.

Last month, cash was flowing out of New York to the West and South largely, of course, to move the new crops, at the rate of \$4,000,000 in a single day. The total with-

drawals of deposits from the combined New York banks and trust companies, within the two months ending September first, was nearly \$220,000,000. In order to maintain a proper "surplus" cash,—over and above the legal "reserve" of cash held in proportion to deposits received, which must be 25 per cent. with the central national banks—the banker must of course cut down his loans. Thus \$70,000,000 less was being loaned by the New York institutions September first than two months previous.

The thought that much of this money has been withdrawn from "call" loans, those on such stocks and bonds as are being speculated in, will not displease a large section of the nation. Another side of it is that commercial paper, the borrowings of business men for "legitimate" purposes, is hard to turn into money. Last month one large New York bank went in heavily for such paper, paying six per cent. for six months. This meant that the borrower will be paying six and one-half per cent. for his "accommodation." This of course is the highest grade of commercial paper, where the factor of safety is so high as not to figure.

Panics Made to Order!

SILLY seasons in politics on one hand and finance on the other always call out the anthropomorphic theory of panics. There have been references again of late to "the Roosevelt panic" and, *per contra*, to "bear raids" by those "Wall Street" villains who throw the country into depression for revenge.

Acknowledging fully the immense personal power of our only living ex-President, and the financial weight of certain associated groups of business men, one must still protest that it is doing them too much honor to credit them with starting, unaided, such industrial toboggan-slides as came in 1907, and all but came this year.

Ask any banker, be he of Cape Town or Copenhagen, what bond or stock most accurately reflects world-economics in its price-changes. He will answer, of course, "British Consols." Last month, this government obligation sold at its lowest since 1848. This is no particular reflection on the British Government, because even around 80 Consols yield little more than three per cent.; but it does reflect actual money conditions the world over. The market for the bonds is absolutely free and open. There is no such bank-note complication as with United States Government bonds.

Or compare the records of important stock exchanges from Berlin to Tokio, and back again. On every one, 1910 has been a year of liquidation. In London, for instance, the 387 representative issues in the month preceding August 19th depreciated £10,399,000.

As long ago as January, the celebrated French economist Edmond Théry made a prophesy now being fulfilled. He pointed out that the unprecedented flood of new securities—chronicled several times in these columns—"is a move towards over-production, and threatens quickly to surpass the absorptive powers of new savings or the real needs of consumption."

How accurate was M. Théry appears from a comparison of the new American security issues for August with other months this year:

August.....	\$63,452,539
July.....	68,551,000
June.....	131,140,350
May.....	193,337,000
April.....	92,670,835
March.....	378,418,765
February.....	96,799,000
January.....	156,066,000

The stream of investments had dried up. Analyzing, furthermore, there were less than \$28,000,000 of short term notes issued last year up to and including August, whereas, in the same period this year the output had climbed to \$179,650,000. In most cases, these corporations would have sold long term bonds if they could.

Having discovered that M. Théry, as far back as January, made the right deduction, one is interested to note the philosophy upon which his prophesy was based: "The law of the periodicity of crises being clearly established, the science of speculation calls for great prudence on a period of inflation and great courage in a period of depression."

To fear that somebody will "bring about a panic" is very much like fearing a hot summer because the ice company has built a new wing to its factory.

The Right Kind of Stock Market

BY no means does the previous explanation of stock markets as reasonable and necessary institutions imply any blanket endorsement of the conduct of any given stock broker or brokers.

Comparing the conduct on the New York Stock Exchange, for instance, with the rules of that body, one finds unhappy hiatuses. One is a little more charitable after reading

the profusion and rigor of the rules themselves, which, as Financial Editor Atwood of the *New York Press* remarked in a lecture not long ago, could hardly be observed in their entirety this side of Heaven.

But lapses are too frequent and too glaringly open. Last month, the attempt was made to push up the price of the stocks of the American Hide & Leather Co., amid positive assertions that the impending report of the company would show enormous earnings, sufficient to pay off the 73 per cent. dividends the company owed the stockholders. There were frenzied demands for "calls" on the stock on people whom it transpired didn't have any and could not get any, thereby putting the demanders in a very safe position. All this accompanied a rise in the stock to $32\frac{1}{2}$. The report came out. The stock sold at 19—a fall of more than 40 per cent. in one day.

Small boys "monkeying" with the lever of a locomotive would not be more dangerous to themselves or the passengers than such manipulators are to the stock exchange as an institution, and the great industrial country which looks to it for guidance. As shown last month in the chart published in these columns, paralleling railroad earnings and stock prices, the guidance is there in the long run, but it has been too often distorted. Not until our currency system is removed from the control of big banking combinations and is brought under natural influence, so it will rise and fall with the demands of legitimate business borrowers, will the opportunity be curtailed for "gangs" to put this and that stock too high when money is easy, and to drive it too low when money is tight.

"Couldn't some able and daring speculator get enough 'gangs' together to control the whole market for a while?"

In theory, yes. Fortunately, no such man has yet turned up. The New York market has grown too big and important since the days when Commodore Vanderbilt and Jay Gould "owned" it for weeks and months at a time. Speculators of such immense resources as the late H. H. Rogers and Rockefeller, and their associates, can be completely upset with losses of millions, as in the attempt to boom copper and other stocks in 1906-7. The speculator of to-day may push stocks too high for a short time; but he has to reckon not only with selling from "bears" at home, but in Amsterdam, Berlin, Paris and London as well—wealthy business men and professional financiers who are always awaiting such a chance and whose resources collectively are greater than any American group.

The London market used to be "personally conducted," and wisely, too. There was a carry-over system through which a few jobbers could compare notes and discover just how much stock was being held by speculators in hopes of higher prices. When they thought speculation was running too fast, they would raise the rates for the carry-over—which means the interest the speculator must pay for a two-weeks' period. To-day, however, the London system is like our own. The speculators "pawn" their stocks at the banks. There is the important difference, however, that in England money is never absurdly high or absurdly low.

Investors' Memoranda

LAST month a New York Stock Exchange seat sold for \$66,000.

The previous sale had been at \$72,500. Last year one sold as high as \$96,000.

The price of \$68,000 meant that the public was not buying stocks. Hundreds of Wall Street clerks have been told lately that their services are no longer needed. It is thought that not one New York Stock Exchange firm out of four is even earning expenses.

What is bad for the broker is often good for the investor. Even though some of the evils anticipated by lower stock prices actually occur, it is likely that subsequent prices will show them to have been over anticipated.

For example; last month for the first time in three years, a decline was reported in what the railroads earned "gross"—their total receipts, figured just so, without any reference to the higher prices of the supplies and labor that the railroads bought to obtain those receipts.

When the fall in railroad "gross" begins, the fall in stock prices usually stops. This sounds contradictory, but is entirely sensible. When speculators know the worst, they get ready for something better.

Such signs, however, don't mean that stock purchases at present are safe for everyone. Many people without experience should never buy listed securities except during a panic. It takes some courage to see pieces of paper become worth less than when you bought them.

One finds plenty of sound and influential business men, however, who do not expect a panic—who, indeed, are doing their personal best to head one off—and who are investing their surplus according to the hints given by such "memoranda." They are buying some stocks, prepared to hold on to them for a couple of years, if necessary.



MARK TWAIN AND WILLIAM DEAN HOWELLS AT LAKEWOOD IN 1908

THE NEW BOOKS

THE friendship of William Dean Howells for Mark Twain extended over very nearly half a century and was particularly close. Ever since the death of the humorist-philosopher his admirers have been waiting for some appreciation from Mr. Howells. It has now come in the form of a series of reminiscences and anecdotes which Mr. Howells entitles "My Mark Twain."¹ A very sympathetic and tenderly written volume it is, with illustrations unusually appropriate and interesting. It is Mr. Howells at his best.

A collection of extracts from Mark Twain's "Joan of Arc," "The Prince and the Pauper," and other writings of the great humorist and philosopher have been gathered into a little volume by C. N. Kendall, and arranged for supplementary reading in the schools.² Some of the scenes from "The Prince and the Pauper," here reproduced, contain suggestive contrasts between democracy and monarchy and the brotherhood of humanity and aristocracy which cannot fail to impress the imagination of American boys and girls.

Those who are interested in the bearings of modern history on public life cannot fail to find much intellectual and moral stimulus in Dr.

Andrew D. White's essays on "Seven Great Statesmen."³ These champions "in the warfare of humanity with unreason," chosen from the history of continental Europe, are: Sarpi, Grotius, Thomasius, Turgot, Stein, Cavour, and Bismarck. Their lives, says Dr. White in his introduction, were not devoted to seeking office or to winning a brief popular fame by chicanery or pettifoggery, but to serving the great interests of modern states, and indeed of universal humanity." Dr. White's long service as American diplomatic representative abroad, his scholarly mind, and his nourishing, illuminating style, have combined to make these essays peculiarly interesting and suggestive and especially worthy to be studied by those who aspire to take an effective and noble part in public life.

Each season brings its quota of books of travel and description, dealing with all portions of the civilized, and some of the uncivilized, world. In this class there have been brought out during the past few weeks half a dozen volumes worthy of notice. Changing political conditions in Spain make particularly interesting a volume entitled "Quiet Days in Spain,"⁴ by C. Bogue Luffmann. There are a good many plain truths soberly and yet sympathetically put in this volume. An illus-

¹ My Mark Twain. By William Dean Howells. Harpers. 187 pp., ill. \$1.40.
² Travels in History. By Mark Twain. Harpers. 170 pp. 50 cents.

³ Seven Great Statesmen. By Andrew D. White. The Century Company. 552 pp. \$2.50.

⁴ Quiet Days in Spain. By C. Bogue Luffmann. Dutton. 318 pp. \$2.

trated personal guide to Finland, full of anecdotes and humorous descriptions, with just enough history to make a proper background, such is Harry de Windt's "Finland as It Is."¹ The author enters into somewhat minute details regarding transportation, hotels, and other useful subjects for travelers. Among the other volumes which, while giving pleasant, leisurely descriptions of interesting places and peoples, also furnish useful information for the traveler, are: "The Avon and Shakespeare's Country,"² by A. G. Bradley; "From Irish Castles to French Chateaux,"³ by Norman Bright Carson; "The Ship-Dwellers,"⁴ by Albert Bigelow Paine; "Elba and Elsewhere,"⁵ by Don C. Seitz; "Faces and Phases of German Life,"⁶ by Theophilus Liefeld, and "With Stevenson in Samoa,"⁷ by H. J. Moors.

A very comprehensive, impartial, and entertainingly told story of political and economic affairs in Morocco during the past two years, written from personal observation, has been written by E. Ashmead-Bartlett under the title "The Passing of the Shereefian Empire."⁸ The book is well illustrated. Morocco, Mr. Bartlett maintains, is gradually but surely losing its independence, and "passing into the limbo of European dependencies. The change is inevitable—but all lovers of ancient dynasties which have fallen into decay will hope that the reformation may be brought about with as little change as possible in the customs and institutions of the Moorish people."

One of the latest attacks on the problem of city congestion comes in the form of a unique housing scheme invented and formulated by Mr. Edgar Chambless and described in a book bearing the significant title: "Roadtown."⁹ This title, which is also the name of the invention itself, refers to the two significant principles in house construction which lie at the foundation of the whole scheme: (1) as the author puts it, building cities out on the land instead of up into the sky, and (2) uniting housing and noiseless transportation into one mechanism. This coordinating of the functions of housing and transportation is the significant feature of Mr. Chambless' scheme, and it is this which appeals with peculiar force to the flat dweller of our great cities. Mr. Chambless purposes to start his "Roadtown" at the end of the present transportation systems of some great city, or tap these lines far enough out to get comparatively cheap land and build out in the direction of other cities. Houses will be built by the mile rather than as individual units, and the proposed plan of construction will make possible the inclusion of all the conveniences of modern city apartments, together with others not commonly provided, at a very moderate rental. The scheme was outlined and explained in some detail in the REVIEW OF REVIEWS for December, 1909.

¹Finland as It Is. By Harry de Windt. Dutton. 316 pp., ill. \$1.50.

²The Avon and Shakespeare's Country. By A. G. Bradley. Dutton. 365 pp., ill. \$3.50.

³From Irish Castles to French Chateaux. By Norman Bright Carson. Small, Maynard, & Co. 242 pp., ill. \$1.50.

⁴The Ship-Dwellers. By Albert Bigelow Paine. Harpers. 394 pp., ill. \$1.50.

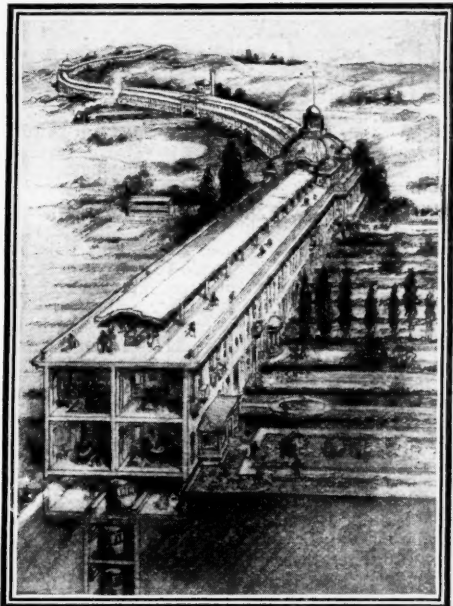
⁵Elba and Elsewhere. By Don C. Seitz. Harpers. 94 pp., ill. \$1.25.

⁶Faces and Phases of German Life. By Theophilus Liefeld. New York: Fowler & Wells Company. 316 pp. \$1.50.

⁷With Stevenson in Samoa. By H. J. Moors. Small, Maynard & Company. 230 pp., ill. \$1.50.

⁸The Passing of the Shereefian Empire. By E. Ashmead-Bartlett. Dodd Mead. 532 pp., ill. \$1.60.

⁹Roadtown. By Edgar Chambless. New York: Roadtown Press. 172 pp. \$1.35.



THE VISION OF "ROADTOWN"

Sir Horace Plunkett regards the United States as his second home, and he has spent so much time in this country that no one would think of classifying him as an alien. What he has to say, therefore, about "The Rural Life Problem of the United States"¹⁰ is said with authority. Under this title he has brought out a little book in which he gives the results of his observations in this country extending over many years. While he believes that if the balance between town and farm is to be restored in this country there must be better farming, better business, and better living, and that these three are equally necessary, he is convinced that better business must come first. "For farmers the way to better living is cooperation, and what cooperation means is the chief thing the American farmer has to learn."

In "Hardy Plants for Cottage Gardens,"¹¹ Mrs. Helen R. Albee describes an arrangement of hardy shrubs, annuals, and perennials so made as to give a succession of bloom of pure color in each bed. The book is well illustrated by photographs, and the information is given in such a way that it may easily be utilized by anyone seeking to produce similar results.

A form of art which is perhaps imperfectly understood even by most art-lovers is presented in a simple and popular way by Mr. Frank Weitenkamp, curator of the print department of the New York Public Library, in a volume entitled "How to Appreciate Prints."¹² In this work the author endeavors primarily to help the reader to see the distinctive features of etchings and engravings and to this end to acquaint him with the

¹⁰The Rural Life Problem of the United States. By Sir Horace Plunkett. Macmillan. 174 pp. \$1.25.

¹¹Hardy Plants for Cottage Gardens. By Helen R. Albee. Henry Holt & Co. 309 pp., ill. \$1.60.

¹²How to Appreciate Prints. By Frank Weitenkamp. New York: Moffat, Yard & Co. 330 pp., ill. \$1.50.

general principles on which the appreciation of prints is based. Mr. Weitenkampf writes from a full and accurate knowledge and with a desire to stimulate the development of a critical spirit "paired with liberal-mindedness."

The New York State Department of Agriculture has issued an elaborate report on "The Grapes of New York."¹ This gives a full account of grape-growing and of the grape regions in the State of New York. The standpoint of the work is that of the horticulturist rather than of the botanist. Varieties have been studied from every point of view, and endeavor was made to record as far as possible the unit characters of grapes, thereby aiding to furnish a foundation for grape-breeding. A brief history of each variety is given so far as it can be determined by correspondence and from literature on the subject. The color plates accompanying this volume are of unusual excellence.

Prof. George Thomas Surface has brought "The Story of Sugar"² up to date. In a comparatively small volume he gives the important facts about cane sugar, its early history, the controlling factors in its production, as well as a detailed description of the beet-sugar industry, with chapters on syrups, candy, and the by-products of both cane and beets. There is also a chapter on the rise of the Sugar Trust.

Apropos of the current freight-rate discussion, Dr. Logan G. McPherson's book on "Transportation in Europe"³ offers suggestive comparisons between American and European traffic problems. There is also a chapter on the comparative usefulness of inland waterways and railways which has direct bearing on the proposition to improve several of our inland rivers.

A volume with the rather unusual title of "Makers of Sorrow and Makers of Joy,"⁴ by Dora Melegari, appeared in Italy about the beginning of the present year. It was described in the original as intended for "serious readers and others who earnestly desire to do right and are willing for this purpose to make a subjective study of their own emotions and motives." The author is an Italian woman, born and reared in France, and sister of the present Italian Ambassador to Russia. An English translation of this work has been made by Marian Lindsay.

A very sympathetic and stimulating volume on the Bahai religion has been written by Mary Hanford Ford. Readers of the REVIEW will remember an article we published a year or so ago (February, 1909) on this new religious cult of the East which is rapidly spreading westward. Mrs. Ford's volume is called "The Oriental Rose or the Teachings of Abdul Baha."⁵

¹The Grapes of New York. Albany, N. Y.: State Department of Agriculture. 564 pp., ill.

²The Story of Sugar. By George Thomas Surface. Appleton & Co. 238 pp., ill. \$1.

³Transportation in Europe. By Logan G. McPherson. Henry Holt & Co. 285 pp., map. \$1.50.

⁴Makers of Sorrow and Makers of Joy. By Dora Melegari. Funk & Wagnalls. 259 pp. \$1.25.

⁵The Oriental Rose or the Teachings of Abdul Baha. By Mary Hanford Ford. Broadway Publishing Company. 213 pp.

In two clearly, attractively printed volumes, the Iliad of Homer now appears, translated into English hexameter verse by Prentiss Cummings.⁶ This version is, of course, somewhat of an abridgment, but it includes all of the main story and some of the most celebrated passages.

An English translation of Rostand's famous play "Chantecler" by Gertrude Hall has been brought out by the press of Duffield and Company.⁷ It is a smooth rendering, showing, it would seem, a good deal of the brilliancy of the original French.

Three small volumes dealing with the traditions and legendary lore of the Jews have recently appeared. They are: "Tales and Maxims from the Talmud,"⁸ selected and translated by Dr. Samuel Rapaport; "The Legends of the Jews,"⁹ by Louis Ginzberg, translated from the German by Henrietta Szold; and "The Passover,"¹⁰ by Clifford Howard.

A new edition of the complete poems of Charles Follen Adams, including the famous "Leedle Yawcob Strauss," has been brought out by Lothrop, Lee & Shepard.¹¹ The dialect poem, which gives the title to the volume, first appeared more than twenty years ago and had an instant and widespread fame. Among other poems by the same author that have become nationally known and that are included in this collection, are: "Shonny Schwartz," "Der Drummer," "John Barley-Corn," and "Don't Feel Too Big!"

An exhaustive monograph on "Sources and Modes of Infection"¹² has been prepared by Dr. Charles V. Chapin, author of "Municipal Sanitation in the United States" and at present superintendent of health of the city of Providence, R. I. The book, Dr. Chapin tells us, is intended primarily for health officers and physicians. Its typography makes it easy of access and useful as a textbook.

For more than a quarter of a century Dr. Cyrus Northrop has served with conspicuous ability as president of the University of Minnesota. It is fitting that the various addresses which he has delivered on various public occasions during that long period should be collected and published. They now appear in a volume of over 500 pages, tastefully printed, and while the occasions of their original delivery have passed the messages that they conveyed still have pertinency and the addresses themselves are well worthy of preservation in this new form.¹³

⁶The Iliad of Homer. Translated by Prentiss Cummings. Little, Brown & Company. Two volumes. 780 pp. \$2.

⁷Chantecler. By Edmond Rostand. Translated by Gertrude Hall. Duffield & Company. 289 pp. \$1.25.

⁸Tales and Maxims from the Talmud. By Rev. Samuel Rapaport. Dutton. 237 pp. \$1.75.

⁹The Legends of the Jews. By Louis Ginzberg. Philadelphia: Jewish Publication Society of America. 375 pp. \$2.

¹⁰The Passover. By Clifford Howard. New York: R. F. Fenno & Co. 290 pp. \$1.

¹¹Yawcob Strauss and Other Poems. By Charles Follen Adams. Lothrop, Lee & Shepard. 311 pp., ill. \$1.

¹²Sources and Modes of Infection. By Charles V. Chapin, M.D. New York: John Wiley & Sons. 399 pp. \$3.

¹³Addresses, Educational and Patriotic. By Cyrus Northrop, LL.D. Minneapolis: The H. W. Wilson Company. 533 pp. \$1.80.